SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

117

TIME TABLE

FOR THE

SACRAMENTO DIVISION

To Take Effect Sunday, September 17, 1922, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public.

J. H. DYER, *General Manager.*	F. L. BURCKHALTER *Assistant General Manager.*	G. F. RICHARDSON, *Superintendent of Transportation.*	R. L. RUBY, *Assistant Superintendent of Transportation.*

EASTWARD

Time Table No. 117

September 17, 1922.

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations, Interlocking Plants and Telephones.	THIRD CLASS										FIRST CLASS										Distance from San Francisco	STATIONS
	230	254	256	222	308	306					6	20	22	58	34	2	14	24	10	16		
	Nevada Mdse.	Ogden Manifest	Sunset Manifest	Portland Fast Freight	Local Freight	Local Freight					Nevada Express	Pacific Limited	St. Louis Express	Sacramento Chico Passenger	Sacramento Colfax Passenger	Overland Limited	Portland Express	Tonopah Express	Atlantic Express	Oregon Express		
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Lv. Mon. Wed. & Fri.	Leave Daily Ex. Sunday					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
Term Yard WFTYOP	7.15PM			8.40AM							11.05PM	9.35PM	4.40PM	4.35PM	3.45PM	2.35PM	1.15PM	7.30AM	1.30AM	12.30AM	88.8	DNR **SACRAMENTO** 3.0
Yard IY P		11.00AM	8.50AM	8.55							11.17	9.47	4.52	4.47	f3.57	2.47	1.27	7.42	1.42	12.42	91.8	**ELVAS** 1.5
W																					93.3	SWANSTON 1.6
88 P											11.22	9.52	4.57	4.52	f4.02	2.52	1.32	f 7.47	1.47	12.47	94.9	BENALI 4.5
10 Spur P															f			f			99.4	WALERGA 3.4
60 P											11.32	10.02	5.07	5.02	s4.12	3.02	1.42	f 7.59	1.57	12.57	102.8	ANTELOPE 3.0
Term Yard TWFPYO	8.00PM	12.05PM 2.30	10.00AM	10.15AM		4.00AM															105.8	DNR ROSEVILLE YARD 0.8
											s11.45	s10.15	s 5.20	s 5.10PM	s4.20	s 3.15	s1.50PM	s 8.10	s 2.10	s 1.05AM	106.6	**ROSEVILLE** 1.3
																					107.9	ENWOOD 2.7
Yard P						4.15					s11.55PM	10.24	5.30		s4.30	3.24		s 8.20	s 2.20		110.6	ROCKLIN 4.9
73						See Page 3.					f12.08AM	10.35	5.42		See page 3.	3.35		See page 3.	2.33		115.5	LINCOLN AV., PENRYN 4.7
87 WP		3.46				6.50					s12.25	10.46	s 5.55		s5.00	3.46		s 8.55	s 2.50		120.2	DN NEWCASTLE 4.0
86 WP						7.50					s12.40	10.56	f 6.10		s5.13	3.56		s 9.07	s 3.05		124.2	AUBURN, NEVADA ST. 4.9
76 P						8.20					12.52	11.06	6.22		f5.23	4.06		f 9.18	3.17		129.1	BOWMAN 2.3
70 P		5.32				8.50					12.58	11.11	6.27		f5.32	4.11		9.25	3.23		131.4	CLIPPER GAP 2.9
83 PW						9.05					1.06	11.17	6.33		s5.40	4.17		f 9.33	3.31		134.3	EAST APPLEGATE 3.4
82 P						9.40					1.15	11.24	6.40		s5.48	4.24		f 9.40	3.40		137.7	N. E. MILLS 1.3
															f						139.0	LANDER 2.7
Yard OYPW		7.00			7.00AM	10.30AM					s 1.40	s11.40	s 7.00		s6.00PM	s 4.40		s10.00	s 4.05		141.7 142.1	DNR **COLFAX** 4.3
50 P		7.30			7.20						1.55	11.54PM	7.15			4.53		f10.17	4.20		146.4	CAPE HORN 2.5
																		f			148.9	MAGRA 3.7
80 PWFY					8.15						2.20	12.10AM	7.33			5.08		s10.35	s 4.45		152.6	DN GOLD RUN 1.9
6 PSpur					8.40						2.25	12.14	f 7.38					f	s 4.53		154.5	DUTCH FLAT 1.9
4 PSpur													f					s			156.4	ALTA 0.8
5 Spur PW					9.00						2.36	12.22	7.48			5.18		f10.53	s 5.05		157.2	D TOWLE 1.8
5 PSpur					9.15						2.43	12.27	7.53			5.22		f	5.12		159.0	GORGE 1.0
																s		s			160.0	AMERICAN 1.1
80 P					9.30						2.51	12.34	8.03			5.34		f11.10	5.20		161.1	MIDAS 2.3
10 PSpur W					9.50						2.59	12.40	8.12			5.40		f11.18	5.28		163.4	FOREBAY 2.1
		9.50			10.00						3.07	12.47	8.20			5.47		11.25	5.36		165.5	B. C. JUNCTION 0.4
68 PTW		10.00PM			10.10AM						s 3.10AM	s12.50AM	s 8.23PM			s 5.50PM		¶ 11.30AM	s 5.40AM		165.9	DNR **BLUE CANON**
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Mon. Wed. & Fri.	Arrive Daily Ex. Sunday					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(76.7)
	(0.45)	(8.35)	(1.10)	(1.35)	(3.10)	(6.30)					(4.05)	(3.15)	(3.43)	(0.35)	(2.15)	(3.15)	(0.35)	(4.00)	(4.10)	(0.35)		................Time over District
	25.80	9.10	9.20	10.95	7.64	5.69					19.05	22.60	20.74	30.51	23.51	22.60	30.51	19.17	18.40	30.51		................Average speed per hour

Automatic Block

No. 2 Track

Staff Sys.

No. 4 Track between Rocklin and Loomis will be used exclusively by Nos. 24, 34 and 306; other trains only when authorized by train order.

Eastward trains to use siding at Clipper Gap, back in through crossover near east end of siding.

ADDITIONAL STOPS ON SIGNAL
- No. 34, Haggin, Mile Post 94.1.
- Nos. 2 and 20 will stop at any station to receive passengers for Cheyenne or points east.
- Nos. 10 and 22 will stop at any station to receive passengers for Ogden or points east

EASTWARD

WESTWARD

306 Local Freight Lv. Daily Ex. Sunday	24 Tonopah Express Leave Daily	34 Sacramento Colfax Passenger Leave Daily		Time Table No. 117 September 17, 1922 STATIONS		Distance from Blue Canon	5 Nevada Express Arrive Daily	13 San Francisco Express Arrive Daily	19 Pacific Limited Arrive Daily	21 St. Louis Express Arrive Daily	9 Fast Mail Arrive Daily	33 Colfax Sacramento Passenger Arrive Daily	1 Overland Limited Arrive Daily	57 Chico Sacramento Passenger Arrive Daily	23 Sparks San Francisco Passenger Arrive Daily	15 California Express Arrive Daily
			Automatic Block	DNR **SACRAMENTO** 3.0	No 1 Track	77.1	s 3.50AM	s 4.10AM	s 4.50AM	s 6.50AM	s 8.55AM	s 9.30AM	s 10.35AM	s 11.30AM	¶ 2.35PM	s 2.55PM
				ELVAS 1.5		74.1	3.38	3.58	4.38	6.38	8.43	9.18	10.23	11.18	2.23	2.43
				SWANSTON 1.6		72.6										
				BENALI 4.5		71.0	3.32	3.47	4.30	6.32	8.38	f 9.12	10.19	11.12	2.13	2.38
				WALERGA 3.4		66.5						f				
				ANTELOPE 3.0		63.1	3.22	3.35	4.20	6.22	8.29	s 9.02	10.09	11.02	2.00	2.28
				DNR ROSEVILLE YD. 0.8		60.1										
				ROSEVILLE 1.3		59.3	s 3.15	3.25AM	4.10	**6.15**	8.23	s 8.53	10.03	10.55AM	s 1.50	2.20PM
				ENWOOD 2.7		58.0										
4.15AM	s 8.20AM	s 4.30PM		ROCKLIN 3.3		55.3	f 3.00		3.50	6.00	8.12	s 8.43	9.51		s 1.37	
4.50 **5.54**	s **8.33**	s 4.39		D LOOMIS 2.7		52.0	f 2.50		s 3.43	**5.54**	8.06	s **8.33**	9.45		s 1.28	
6.10 6.30	s 8.42	s 4.49		D PENRYN 3.0		49.3	f 2.40		s 3.37	5.48	8.00	s 8.25	9.39		s 1.20	
6.50AM	s 8.55AM	s 5.00PM		DN NEWCASTLE 1.9		46.3	s 2.30		3.30	s 5.41	7.54	s 8.15	9.33		s **1.10**	
				ZETA 2.1		44.4						f 8.07			f	
				FLINT 0.9		42.3										
				D AUBURN 3.9		41.4	s 2.15		3.17	s 5.28	7.42	s 8.00	9.21		s 12.55	
				BOWMAN 2.5		37.5	2.00		3.09	5.20	7.34	f 7.49	9.13		f 12.43	
				CLIPPER GAP 3.0		35.0	1.54		3.02	5.13	7.28	f 7.42	9.06		f 12.36	
				WEST APPLEGATE 3.2		32.0	f 1.47		2.55	5.06	7.22	s 7.35	9.00		f 12.29	
				N. E. MILLS 2.0		28.8	1.39		2.48	4.58	7.15	s 7.28	8.53		s 12.22	
				LANDER 3.0		26.8						f			f	
				DNR **COLFAX** 4.3		23.8	s 1.25		s 2.35	s 4.45	7.03	7.15AM	s 8.40		12.10PM ¶ 11.53AM	
				CAPE HORN 2.5		19.5	1.10		2.17	4.29	6.49		8.26		f 11.43	
				MAGRA 3.7		17.0									f	
				DN GOLD RUN 1.9		13.3	f 12.55		2.02	4.15	6.35		8.12		f 11.25	
				DUTCH FLAT 1.9		11.4	f 12.48		1.56	4.10	6.31				f 11.21	
				ALTA 0.8		9.5	f								s	
				D TOWLE 1.8		8.7	f 12.40		1.49	4.03	6.25		8.02		f 11.14	
				*GORGE 1.0		6.9	12.34		1.43	3.58	6.21		7.58		f 11.10	
				AMERICAN 1.1		5.9							s		s	
				MIDAS 2.3		4.8	12.28		1.36	3.52	6.16		7.51		f 11.00	
			Staff Sys	FOREBAY 2.1		2.5	12.23		1.29	3.45	6.11		7.46		f 10.55	
				B. C. JUNCTION 0.4		0.4	12.18		1.23	3.38	6.07		7.42		10.50	
				DNR **BLUE CANON**		0.0	12.15AM		1.20AM	3.35AM	6.05AM		7.40AM		10.48AM	
Ar. Daily Ex. Sunday	Arrive Daily	Arrive Daily		(77.1)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
				Time over District			(3.35)	(0.45)	(3.30)	(3.15)	(2.50)	(2.15)	(2.55)	(0.35)	(3.47)	(0.35)
				Average speed per hour			21.22	23.73	21 90	23.73	27.01	23.68	26.43	30.51	20.38	30.51

The above schedules are shown only for information and have no time table superiority between Loomis and Newcastle, but will be known by their numbers and handled only by train orders between Loomis and Newcastle.

THIRD CLASS

STATIONS	253 Ogden Manifest Arrive Daily	305 Local Freight Ar. Daily Ex. Sunday	219 Freight Ar. Daily	229 Local Freight Ar. Daily Ex. Sunday	257 Sunset Manifest Arrive Daily	307 Local Freight Ar. Tues., Thur. & Sat.	Length of sidings in cars and location of Scales, Fuel, Water Turning Stations, Interlocking Plants and Telephones.
SACRAMENTO			5.00PM	9.00PM			Term. Yard WFTYOP
ELVAS	8.35AM		4.45	8.45	11.40PM		PIY Yard
SWANSTON							
BENALI							P 89
WALERGA							No Siding P
ANTELOPE							P 60
ROSEVILLE YD.	8.00 6.00	4.00PM	4.00PM	8.00PM	11.00PM		Term. Yard TWFPYO
ROSEVILLE							
ENWOOD							
ROCKLIN		3.40					P Yard
LOOMIS		2.43					P 60
PENRYN		2.07					P 55
NEWCASTLE		1.10					WP 73
ZETA							Spur 7
FLINT							P 73
AUBURN	4.30	12.01PM					WP 56
BOWMAN							P 73
CLIPPER GAP							P 70
WEST APPLEGATE							SpurPW55
N. E. MILLS							SpurP 55
LANDER							Spur 64
COLFAX	3.00	9.10AM				4.00PM	OYWP Yard
CAPE HORN						3.30	P 50
MAGRA							Spur 5
GOLD RUN						3.00	WFYP 80
DUTCH FLAT							Spur P 6
ALTA							Spur P 4
TOWLE							WP Spur 5
*GORGE						2.20	Spur 5
AMERICAN							
MIDAS						2.05	P 80
FOREBAY						1.50	W Spur P 10
B. C. JUNCTION						1.35	
BLUE CANON	1.35AM					1.30PM	PTW 60
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Lv. Daily Ex. Sunday	Leave Daily	Leave Tues Thurs. and Saturdays	
Time over District	(5.00)	(6.50)	(1.00)	(1.00)	(0.40)	(2.30)	
Average speed per hour	15.20	5.22	19.16	19.16	19.82	9.52	

Westward trains receiving orders east of Newcastle moving an eastward train from Loomis to Newcastle against them, must not pass east cross-over switch at Newcastle until opposing trains on No. 1 Track have arrived.

Westward trains must stop east of east cross-over switch at Newcastle unless they receive a proceed train-order signal.

Nos. 24, 34 and 306 will use No. 4 Track Rocklin to Loomis.

*Frog in part of season.

ADDITIONAL STOPS ON SIGNAL.

- Nos. 13, 57 and 15, stations between Roseville and Sacramento to discharge passengers from stations east of Roseville.
- No. 1 will stop at any station to discharge passengers from Cheyenne or points east.
- Nos. 5, 19 and 21 will stop at any station to discharge passengers from Sparks or points east.

EASTWARD

Time Table No. 117

September 17, 1922

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations, Interlocking Plants and Telephones.	254	308	310	22	2	24	204	10	6	20	Distance from San Francisco		STATIONS
	THIRD CLASS			FIRST CLASS									
	Ogden Manifest	Local Freight	Local Freight	St. Louis Express	Overland Limited	Tonopah Express	Reno–Fallon Motor	Atlantic Express	Nevada Express	Pacific Limited			
	Leave Daily	Leave Mon., Wed., Fri.	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
77 PTW	10.10PM	10.55AM		8.30PM	5.55PM	11.45AM		5.45AM	3.15AM	**12.55AM**	166.6	Staff System	DNR **BLUE CANON** 1.7
78		11.10		8.38	6.02	f 11.52		**5.58**	**3.24**	1.00	168.3		GUNTER 1.4
70		11.20		8.44	6.07	f 11.59AM		6.04	3.30	**1.06**	169.7		FULDA 2.1
67 PT		11.30		s 8.52	6.13	s **12.07PM**		6.11	3.37	1.14	171.8		D EMIGRANT GAP 1.5
51	**11.47**	11.45AM		8.58	6.18	s 12.15		6.16	3.42	1.20	173.3		DN **SMART** 2.8
69	**11.59PM**	**12.05PM**		9.07	6.27	f 12.25		6.23	3.51	1.29	176.1		YUBA PASS 2.2
65 W	**12.05AM**	**12.33**		9.16	6.34	f **12.33**		6.30	3.59	1.36	178.3		CRYSTAL LAKE 2.0
65 PW		1.20		9.25	6.40	s 12.42		6.39	f 4.08	1.44	180.3		DN CISCO 3.5
53	**12.31**	1.55		9.37	6.50	f 12.55		**6.50**	4.19	1.55	183.8		TAMARACK 2.0
50 W		2.05		9.44	6.56	f 1.02		6.57	4.25	2.01	185.8		TROY 2.1
59		2.20		**9.52**	7.03	f 1.09		7.05	4.32	2.08	187.9		SPRUCE 2.8
68		2.30		10.01	7.11	s 1.19		7.14	4.40	**2.17**	190.7		SODA SPRINGS 2.3
84 PTW		3.05		10.10	7.20	s 1.30		s 7.25	s **4.55**	2.25	193.0		DN SUMMIT 0.7
66	**2.08**			10.15	7.25	1.33		**7.30**	5.00	2.28	193.7		TUNNEL SIX 2.5
54		3.20		10.23	**7.32**	f 1.41		7.38	5.08	2.35	196.2		LAKE VIEW 2.0
60		3.35		**10.29**	7.39	f 1.49		7.45	5.15	2.41	198.2		EDER 2.4
57 T	**2.48**	3.50		10.35	7.46	f 1.57		7.53	5.23	**2.48**	200.6		DN ANDOVER 2.3
69 W		4.00		10.40	7.51	f 2.04		8.00	5.30	2.54	202.9		STANFORD 1.2
73		4.10		10.44	7.55	f 2.10		8.05	5.37	2.58	204.1		CHAMPION 1.7
69		4.20		10.48	7.59	f 2.15		8.12	**5.45**	3.02	205.8		DONNER 2.2
Term. Yard PWTYOF	4.00	4.30PM	6.45AM	s 11.00	s 8.10	s 2.30		s **8.20** 8.35	s 6.15	s 3.15	208.0	Automatic Block No. 2 Track	DNR **TRUCKEE** 3.1
48 (Spur)						f		f	f		211.1		* POLARIS 3.9
53 (Spur)						f			f		215.0		*PROSSER CREEK 1.3
20 WP			7.15	11.20	8.30	s 2.55		s 9.07	s 6.40	3.35	216.3		D BOCA 1.8
80 P											218.1		HINTON 4.3
75 PW			7.45	11.36	8.44	s 3.12		9.23	s 6.55	3.48	222.4		D FLORISTON 3.1
20 (Spur) PW				11.43	8.50	f 3.20		9.31	7.02	3.54	225.5		MYSTIC 3.0
No Siding W											228.5		CALVADA 3.9
100 P			8.45	11.59PM	9.05	s 3.40		9.50	s 7.20	4.09	232.4		D **VERDI** 4.8
6 (Spur) W				12.08AM	9.15	f 3.50		10.00	7.30	4.19	237.2		LAWTON 5.7
Yard OP			9.50	s 12.25	s 9.30	s 4.15	3.45PM	s 10.40	s 8.10	s 4.35	242.9		D **RENO** 2.6
Yard				12.35		s 4.25	s 3.50	s 10.55	s 8.25		245.5		SPARKS (Passenger Station) 0.7
Term. Yard FWTOP	8.00AM		10.10AM	s 12.40AM	s 9.40PM	s 4.30PM	s 3.55PM	s 11.00AM	s 8.30AM	s 4.45AM	246.2		DNR **SPARKS** (Dsprs Office)
	Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(79.6)
	(9.50) 8.08	(5.35) 7.05	(3.25) 10.80	(4.10) 19.10	(3.45) 21.22	(4.45) 16.75	(0.10) 19.80	(5.00) 15.92	(5 15) 15.16	(3.50) 21.20	................Time over district ....Average speed per hour		

On single track westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

*Frog taken out part of season.
Water tank Mystic and Lawton on No. 1 track only.
Lawton Spur and cross-over 0.7 mile east of station board.

On double track between Sparks and Truckee, trains keep to the left. Westward trains use No. 1 track, Eastward trains No. 2 track. Signals used by trackmen will be placed on left of track in direction of movement.

Additional Stations:
Union Mills 213.5,
Farad 224.7,
Fleish 229.8,
Iceland 220.9.
Wickes 221.5,
Mogul 235.8.

ADDITIONAL STOPS ON SIGNAL:
No. 6—Union Mills, Farad, Fleish and Mogul.
No. 24—Summit Hotel, Union Mills, Iceland, Farad, Fleish and Mogul.
No. 10—Iceland.
Nos. 2 and 20 will stop at any station to receive passengers for Cheyenne or points east.
Nos. 10 and 22 will stop at any station to receive passengers for Ogden or points east.
No. 22—Summit Hotel.

Westerly limit of Salt Lake Division extends west to Mile Post 238.606. Train movements governed by Sacramento Division time table.

Time Table No. 117

September 17, 1922

WESTWARD

				FIRST CLASS							THIRD CLASS		
			Distance from Sparks	9	1	23	203	5	19	21	309	307	253
	STATIONS			Fast Mail	Overland Limited	Sparks San Francisco Passenger	Fallon Reno Motor	Nevada Express	Pacific Limited	St. Louis Express	Local Freight	Local Freight	Ogden Manifest
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Ar. Tues. Thur. & Sat.	Arrive Daily
DNR	**BLUE CANON**	1.7	79.6	s 6.02AM	s 7.35AM	s 10.45AM		s 12.07AM	s 1.15AM	s 3.30AM		**1.15PM**	**12.55AM**
	GUNTER	1.4	77.9	**5.58**	7.31	f 10.40		12.03AM	1.10	**3.24**		12.28	
	FULDA	2.1	76.5	5.55	7.28	f 10.36		11.59PM	**1.06**	3.20		12.20	
D	EMIGRANT GAP	1.5	74.4	5.50	7.23	s 10.30		s 11.53	1.01	3.14		**12.07PM**	12.25AM
DN	**SMART**	2.8	72.9	5.46	7.19	f 10.24		f **11.47**	12.58	3.10		11.45AM	
	YUBA PASS	2.2	70.1	5.40	7.12	f 10.17		11.40	12.52	3.03		11.15	**11.59PM**
	CRYSTAL LAKE	2.0	67.9	5.35	7.06	f 10.10		11.32	12.46	2.55		10.55	
DN	CISCO	3.5	65.9	5.30	7.00	s 10.03		s **11.25**	12.41	2.48		10.27	**11.25**
	TAMARACK	2.0	62.4	5.20	**6.50**	f **9.50**		11.12	**12.31**	2.37		**9.50**	
	TROY	2.1	60.4	5.15	6.45	f 9.43		11.06	12.25	2.31			
	SPRUCE	2.8	58.3	5.09	6.39	f 9.36		11.00	12.19	2.25		8.47	**9.52**
	SODA SPRINGS	2.3	55.5	5.02	6.32	f 9.28		f 10.53	12.12	**2.17**		8.15	
DN	**SUMMIT**	0.7	53.2	**4.55**	6.25	s 9.20		s 10.45	12.05	2.10		8.00	9.00
	TUNNEL SIX	2.5	52.5	4.52	6.22	9.14		10.42	12.03AM	**2.08**		**7.30**	
	LAKE VIEW	2.0	50.0	4.45	6.14	f 9.05		10.35	11.54PM	1.59			**7.32**
	EDER	2.4	48.0	4.40	6.07	f 8.57		**10.29**	11.47	1.53			
DN	ANDOVER	2.3	45.6	4.34	6.00	f 8.48		10.20	11.40	1.46			
	STANFORD	1.2	43.3	4.28	5.53	f 8.39		10.14	11.34	1.40			
	CHAMPION	1.7	42.1	4.24	5.49	f 8.34		10.09	11.29	1.36			
	DONNER	2.2	40.4	4.20	**5.45**	f 8.28		10.03	11.23	1.31			
DNR	**TRUCKEE**	3.1	38.2 38.0	s 4.15	s 5.40	**8.20** ¶ 8.00		s 9.55	s 11.15	s 1.25	2.30PM	6.35AM	6.00
	* POLARIS	3.9	34.9			f		f					
	* PROSSER CREEK	1.3	31.0			f		f					
D	BOCA	1.8	29.7	3.53	5.17	s 7.37		s 9.12	10.50	12.59	1.40		4.15
	HINTON	4.3	27.9										
D	FLORISTON	3.0	23.6	3.40	5.03	s 7.20		s 8.57	10.36	12.44	1.00		
	MYSTIC	3.0	20.6	3.33	4.56	f 7.10		f 8.49	10.30	12.36			
	CALVADA	3.9	17.6										
D	**VERDI**	4.7	13.7	3.20	4.43	s 6.55		s 8.33	10.15	12.22	12.05PM		2.00
	LAWTON	5.7	9.0	3.10	4.33	f 6.45		f 8.20	10.05	12.10			
D	**RENO**	2.6	3.8	s 3.02	s 4.25	s 6.35	s 10.15AM	s 8.10	s 9.55	s 12.01AM	11.20AM		1.00
	SPARKS (Passenger Station)	0.7	0.7	2.53	4.15	s 6.20	s 10.10	s 7.50	9.40	s 11.50PM			
DNR	**SPARKS** (DsprsOffice)		0.0	2.50AM	4.10AM	6.15AM	10.05AM	7.45PM	9.35PM	11.45PM	11.00AM		12.30PM
	(79.6)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Lv. Tues. Thur. & Sat.	Leave Daily
	Time over District			(3.12)	(3.25)	(4.10)	(0.10)	(4.22)	(3.40)	(3.45)	(3.30)	(6.40)	(12.25)
	Average speed per hour			23.85	23.15	19.10	19.80	18.56	21.80	21.22	10.47	6.02	6.49

Staff System: Blue Canon to Truckee. Automatic Block: Truckee to Sparks. No. 1 Track: Truckee to Sparks.

On single track westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

*Frog taken out part of season.
Water tank Mystic and Lawton on No. 1 track only.
Lawton Spur and cross over 0.7 mile east of station board.

On double track between Sparks and Truckee, trains will keep to the left. Westward trains use No. 1 Track and Eastward trains No. 2 Track. Signals used by trackmen will be placed on the left of track in direction of movement.

ADDITIONAL STOPS ON SIGNAL:

Nos. 5 and 23 Mogul Fleish, Farad, Iceland, Union Mills and Summit Hotel.

No. 1 will stop at any station to discharge passengers from Cheyenne or points east.

Nos. 5, 19 and 21 will stop at any station to discharge passengers from Sparks or points east.

Westerly limit of Salt Lake Division extends west to Mile Post 238.606. Train movements governed by Sacramento Division time table.

EASTWARD

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations, Interlocking Plants and Telephones.	FOURTH CLASS			THIRD CLASS	FIRST CLASS							Distance from San Francisco		Time Table No. 117 September 17, 1922
	230	228	224	222	44	12	58	14	56	16	54			
	Local Freight	Local Freight	Local Freight	Portland Fast Freight	Sacramento Gerber Passenger	The Shasta	Sacramento Chico Passenger	Portland Express	Sacramento Dunsmuir Passenger	Oregon Express	Oregonian			
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Mon., Wed. & Fri.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS
	7.15PM			8.40AM			4.35PM	1.15PM		12.30AM		88.8		**SACRAMENTO**
Term Yard FOPTWY	9.05PM			3.00PM								105.8	DNR	ROSEVILLE YARD 0.8
							5.10PM	1.50PM		1.05AM		106.6	R	**ROSEVILLE** 6.2
49	9.30			3.25			5.20	2.04		1.20		112.8		WHITNEY 4.2
134 W	10.00			3.50			s 5.30	s 2.17		s 1.33		117.0	DN	LINCOLN 1.3
34 Spur												118.3		CLAYTON 2.7
38	10.15			4.10			f 5.36	2.25		1.42		121.0		EWING 3.8
32	10.30			4.42			s 5.43	f 2.32		f 1.49		124.8		SHERIDAN 3.3
138 PW	11.00			4.55			s 5.50	s 2.40		s 2.00		128.1	D	WHEATLAND 6.1
103 P	11.20			5.15			f 6.00	f 2.50		2.10		134.2		OSTROM 6.6
Yard IYFWOP	11.45PM	7.00AM		6.15			s 6.15	s 3.15		s 2.45		140.8	DNR	**MARYSVILLE** 1.0
													Auto. Block	W. P. R. R. Crossing 2.9
112		7.15		6.45			f 6.23	3.23		2.53		144.7		BERG 3.0
43		7.25		7.00			f 6.28	f 3.28		2.59		147.7		LOMO 2.1
8 Spur							f					149.8		SUNSET 1.7
54 IP		7.50		7.20			s 6.35	s 3.35		f 3.10		151.5	D	LIVE OAK S. N. R. R. Crossing. 4.4
5 Spur												155.9		FAGAN 2.1
120		8.45		7.50			s 6.47	f 3.47		s 3.25		158.0	DN	GRIDLEY 3.4
49 W		9.15		8.10			s 6.54	s 3.55		s 3.35		161.4	D	BIGGS 2.7
5 Spur												164.1		RICETON 3.3
49		9.45					f 7.07	f 4.07		f 3.47		167.4		RICHVALE 4.1
119 P		10.00		9.00			f 7.15	s 4.15		f 3.55		171.5		NELSON 6.6
100		10.25		9.35			s 7.28	f 4.27		f 4.07		178.1	D	DURHAM 3.8
9 Spur												181.9		FAULKNER 2.3 S. N. R. R. Crossing
Yard OYWF		11.40		10.05			s 7.40PM	s 4.45		s 4.30		184.2	DN	**CHICO** 4.9
7 Spur												189.1		GIMBAL 2.2
29								f 4.58		4.45		191.3		NORD 2.3
112		11.55AM		10.30				5.02		4.50		193.6		ANITA 2.4
20								f 5.06		4.55		196.0		CANA 2.6
5 Spur												198.6		SOTO 4.4
100 W		12.30PM		11.29PM				s 5.19		f 5.10		203.0	D	VINA 1.6
15												204.6		COPELAND 2.5
12 Spur												207.1		ENSIGN 0.9
8 Spur								f				208.0		BOHEMIA 1.7
48				12.05AM				f 5.35		f 5.30		209.7	D	LOS MOLINOS 2.0
120 PY		1.08	12.25PM	12.20	11.30PM	9.47PM		f 5.43	2.20PM	s 5.40	5.10AM	211.7	Auto. Block DR	TEHAMA 2.1
Term Yard WFOPY		1.25PM	12.40PM	12.35AM	s 11.40PM	s 9.55PM		s 5.50PM	s 2.30PM	s 5.50AM	s 5.20AM	213.8	DNR	**GERBER**
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Mon., Wed. & Fri.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(108.0)
Marysville Yard—See trains on page 10	(2.40) 12.82	(6.25) 10.83	(0.15) 8.00	(9.35) 11.20	(0.10) 12.60	(0.08) 15.75	(2.30) 31.04	(4.00) 26.80	(0.10) 12.60	(4.45) 22.56	(0.10) 12.60			....................Time over District ....Average speed per hour

Time at Tehama applies at Junction Switch.
ADDITIONAL STOPS ON SIGNAL: No. 16 at any station to receive passengers for Portland and Stations beyond.
No. 58 at Sativa 165.2.

Additional Stations: Jester Spur 125.4; Rupert Spur 138.9; Binney Junction Tower 141.8; Sativa 165.2; Vecino 186.6.

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.
Trains to and from Oroville, on Woodland Oroville line use Marysville siding.
Eastward trains when taking siding at Marysville will use cross-over just West of West Water Column

WESTWARD

Time Table No. 117

September 17, 1922

	STATIONS	Distance from Gerber	FIRST CLASS							THIRD CLASS	FOURTH CLASS		
			53	43	57	15	11	55	13	221	223	227	229
			Oregonian	Gerber Sacramento Passenger	Chico Sacramento Passenger	California Express	The Shasta	Dunsmuir Sacramento Passenger	San Francisco Express	Portland Fast Freight	Local Freight	Local Freight	Local Freight
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tuesday, Thurs. & Sat'y.	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
	SACRAMENTO	125.0			11.30AM	2.55PM			4.10AM				9.00PM
DNR	ROSEVILLE YARD 0.8	108.0								10.00PM			8.00PM
R	**ROSEVILLE** 6.2	107.2			s 10.55AM	s 2.20PM			s 3.20AM				
	WHITNEY 4.2	101.0			f 10.41	**2.04**			3.05	**9.30**			7.30
DN	LINCOLN 1.3	96.8			s 10.35	s 1.55			s 2.55	9.15			7.15
	CLAYTON 2.7	95.5											
	EWING 3.8	92.8			f 10.25	1.45			2.42	8.45			6.30
	SHERIDAN 3.3	89.0			s 10.20	f 1.38			2.33	8.35			6.10
D	WHEATLAND 6.1	85.7			s 10.15	s 1.32			s 2.25	8.20			**5.50**
	OSTROM 6.6	79.6			f 10.05	1.22			**2.10**	7.50			**5.15**
DNR	**MARYSVILLE** 1.0	73.0			s 9.55	s 1.10			s 1.55	7.15		12.15PM	5.00PM
Auto. Block	W. P. R. R. Crossing 2.9												
Auto. Block	BERG 3.0	69.1			f 9.45	12.54			1.31	**6.45**		11.55AM	
	LOMO 2.1	66.1			f 9.40	12.49			1.26	**6.28**		11.45	
	SUNSET 1.7	64.0			f								
D	LIVE OAK S. N. R. R. Crossing 4.4	62.3			s 9.33	s 12.43			f 1.20			11.30	
	FAGAN 2.1	57.9											
DN	GRIDLEY 3.4	55.8			s 9.23	s 12.32			s 1.08	5.20		11.00	
D	BIGGS 2.7	52.4			s **9.15**	s 12.21			s 12.58	4.50		10.05	
	RICETON 3.3	49.7											
	RICHVALE 4.1	46.4			s 9.04	f 12.09			f 12.46			**9.45**	
	NELSON 6.6	42.3			s 8.54	f 12.01PM			f 12.39	**4.15**		9.25	
D	DURHAM 3.8	35.7			s 8.42	f 11.51AM			f 12.27			9.05	
	FAULKNER 2.3	31.9											
DN	S. N. R. R. Crossing **CHICO** 4.9	29.6			8.30AM	s **11.40**			s 12.15AM	3.30		8.45	
	GIMBAL 2.2	24.7											
	NORD 2.3	22.5				f 11.22			11.53PM				
	ANITA 2.4	20.2				f 11.18			11.48	2.10		7.40	
	CANA 2.6	17.8				f 11.14							
	SOTO 4.4	15.2											
D	VINA 1.6	10.8				s 11.03			f **11.29**	1.30		7.10	
	COPELAND 2.5	9.2											
	ENSIGN 0.9	6.7											
	BOHEMIA 1.7	5.8				f							
D	LOS MOLINOS 2.0	4.1				s 10.50			f 11.16			6.30	
Auto. Block DR	TEHAMA 2.1	2.1	3.17AM	s 7.57AM		s 10.42	2.47PM	s 2.57PM	s 11.10	**1.08**	2.10AM	6.15	
Auto. Block DNR	**GERBER**	0.0	3.10AM	7.50AM		10.35AM	2.40PM	2.50PM	11.00PM	12.50PM	2.00AM	6.00AM	
	(108.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tuesday, Thurs. & Sat'y.	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	Time over District Average speed per hour		(0.07) 15.83	(0.07) 15.83	(2.25) 32.44	(3.45) 28.80	(0.07) 15.83	(0.07) 15.83	(4.20) 24.92	(9.10) 10.80	(0.10) 12.60	(6.15) 11.68	(3.00) 12.00

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Marysville Yard see page 10.

Additional Stations: Jester Spur 125.4; Rupert Spur 138.9; Binney Junction Tower 141.8: Sativa 165.2; Vecino 186.6.

ADDITIONAL STOPS ON SIGNAL
- No. 15 Any station to discharge passengers from Ashland or stations beyond.
- No. 13 Any station to discharge passengers from Portland or stations beyond.
- No. 57 at Sativa 165.2.

Time at Tehama applies at Junction Switch.

Trains to and from Oroville, on Woodland Oroville line, use Marysville siding.

EASTWARD.

Time Table No. 117

September 17, 1922

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations, Interlocking Plants and Telephones.	THIRD CLASS				SECOND CLASS		FIRST CLASS				Distance from San Francisco		STATIONS
	224	366	368	226	542	128	44	12	56	54			
	Local Freight	Colusa Branch Local Freight	Colusa Branch Local Freight	Local Freight	Sacramento-Oroville MOTOR	Colusa Branch Motor	Sacramento Gerber Passenger	The Shasta	Sacramento-Dunsmuir Passenger	Oregonian			
	Lv. Mon., Wed. & Fri.	Lv. Mon., Wed. & Fri.	Lv. Tues., Thurs. & Sat.	Lv. Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
WFTYOP				W. D. No. 271 6.00 AM	W. D. No. 77 7.30 PM		W. D. No. 75 7.20 PM		W. D. No. 73 10.00 AM		88.8		Sacramento
The figures at Sacramento given above are for information only. Trains between Sacramento and Davis will be governed by Western Division time table.													
Terminal Yard WYP				7.00AM	8.10PM		8.00PM	7.10PM	10.35AM	1.50AM	75.6	DNR	**DAVIS** 5.1
49				7.15	f 8.20		f 8.10	7.17	f 10.45	2.01	80.7		MERRITT 2.5
20				7.25	f 8.25		f 8.14	7.21	f 10.50	2.05	83.2		MULLEN 1.7
68 PW				7.40	s 8.30PM		s 8.20	7.25	s 11.00	2.10	84.9	DR	**WOODLAND** S. N. R. R. Crossing 4.3
30 Spur							f		f		89.2		ELVATON 0.7
30				8.15			s 8.30	7.32	s 11.10	2.18	89.9	D	YOLO 2.2
14 Spur							f		f		92.1		DUFOUR 1.6
6 Spur							f		f		93.7		RONDA 2.1
43				8.35			f 8.40	7.39	s **11.23**	2.27	95.8	D	ZAMORA 2.2
20							f 8.44	7.42	f **11.32**	2.31	98.0		BRETONA 5.2
38 WP			7.00AM	9.05			s 8.54	7.49	s 11.45	2.39	103.2	DR	DUNNIGAN 3.2
43			7.10	9.15			f 9.00		f 11.50	2.45	106.4		HERSHEY 1.9
237 YP			7.20AM	9.20			f 9.04	7.56	s **11.55AM**	2.48	108.3		**HARRINGTON** 5.2
49				9.40			s 9.13	8.03	s 12.05PM	2.56	113.5	D	ARBUCKLE 4.1
35 W				**9.55**			f 9.20	8.09	f 12.12	3.02	117.6		GENEVRA 0.9
15							f		f		118.5		MACY 5.7
57				**10.25**			s 9.30	8.17	s 12.22	3.13	124.2	D	WILLIAMS 4.9
49				10.50			f 9.37	8.23	f 12.29	3.20	129.1		CORTENA 3.9
50 W				11.40			s 9.43	8.28	s 12.35	3.26	133.0	D	MAXWELL 5.3
47				11.59AM			f 9.51	8.35	f 12.43	3.34	138.3		DELAVAN 3.8
40				12.30PM			f 9.57	8.40	f 12.49	3.40	142.1		NORMAN 2.2
36				**12.52**			f 10.00	8.43	f **12.52**	3.44	144.3		LOGANDALE 5.6
64 WFY	8.00AM			1.30PM			s 10.15	8.51	s 1.05	3.55	149.9	DNR	**WILLOWS** 3.3
10	8.15						f		f		153.2		LYMAN 3.6
48	8.40						f 10.25	9.00	s 1.16	**4.12**	156.8	D	ARTOIS 3.9
62	**9.00**						f 10.32		f 1.23	4.20	160.7		GRAPIT 1.3
36	9.30						f		f		162.0		GREENWOOD 3.4
45 PW	9.50	6.00AM				7.50AM	s 10.45	9.11	s 1.35	**4.30**	165.4	Automatic Block DNR	ORLAND 1.6
42 PY	10.00	6.10AM				7.55AM	f 10.48	9.14	f 1.38	4.33	167.0		**WYO** 2.0
16	10.20						f		f		169.0		MALTON 4.4
30	10.40						f 10.59	9.23	f 1.49	4.45	173.4		KIRKWOOD 5.1
51	11.00						s 11.10	9.32	s 2.00	4.55	178.5	D	CORNING 3.1
49	11.30						f 11.18	9.38	f 2.08	5.01	181.6		RICHFIELD 4.7
120 YP	11.59AM						s 11.30PM	9.47PM	s 2.20PM	5.10AM	186.3	DR	**TEHAMA**
	Ar. Mon., Wed. & Fri.	Ar. Mon., Wed. & Fri	Ar. Tues., Thurs. & Sat.	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(110.7)
	(3.59)	(0.10)	(0.20)	(6.30)	(0.20)	(0.05)	(3.30)	(2.37)	(3.45)	(3.20)			..................Time over District
	9.13	9.60	15.30	11.43	27.90	19.20	31.62	42.30	29.52	33.21			..................Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

ADDITIONAL STOPS ON SIGNAL. No. 54 Woodland, Arbuckle, Williams, Maxwell, Willows, Orland and Corning to receive passengers for Ashland and stations beyond where train is scheduled to stop.

No. 12 Woodland to receive passengers for Ashland and stations beyond where train is scheduled to stop.

ADDITIONAL STATIONS:—Rlz-146.0.
Houx 126.8.

Time at Tehama applies at Junction Switch.

WESTWARD

Time Table No. 117

September 17, 1922

			FIRST CLASS				SECOND CLASS		THIRD CLASS				FOURTH CLASS
		Distance from Tehama	53	43	11	55	541	131	223	225	367	369	
			Oregonian	Gerber Sacramento Passenger	The Shasta	Dunsmuir Sacramento Passenger	Oroville Sacramento MOTOR	Colusa Branch MOTOR	Local Freight	Local Freight	Colusa Branch Local Freight	Colusa Branch Local Freight	
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Tues., Thurs. & Sat.	Arrive Daily Ex. Sunday	Ar. Mon., Wed. & Fri.	Ar. Tues., Thurs. & Sat.	
	Sacramento	123.9		W.D. No. 76 1.10 PM		W.D. No. 78 7.20 PM	W.D. No. 74 8.40 AM			W.D. No. 272 2.40 PM			
	The figures at Sacramento given above are for information only. Trains between Davis and Sacramento will be governed by Western Division time table.												
DNR	**DAVIS** 5.1	110.7	s 6.35AM	s 12.35PM	s 5.30PM	s 6.45PM	s 8.10AM			1.30PM			
	MERRITT 2.5	105.6	6.22	12.20	5.18	6.30	f 8.00			1.15			
	MULLEN 1.7	103.1	6.16	12.12	5.13	6.23	f 7.55						
DR	**WOODLAND** S. N. R. R. Crossing. 4.3	101.4	6.12	s 12.05PM	5.10	s 6.20	7.50AM			1.00PM			
	ELVATON 0.7	97.1		f									
D	YOLO 2.2	96.4	6.02	s **11.50**AM	5.03	s 6.05				**11.50**AM			
	DUFOUR 1.6	94.2		f		f							
	RONDA 2.1	92.6		f		f							
D	ZAMORA 2.2	90.5	5.52	s 11.38	4.55	s 5.55				**11.23**			
	BRETONA 5.2	88.3	5.48	f **11.32**	4.51	f 5.50							
DR	DUNNIGAN 3.2	83.1	5.40	s 11.17	4.44	s 5.42				10.55	12.20PM		
	HERSHEY 1.9	79.9	5.35	f 11.09		f 5.36					12.05PM		
	HARRINGTON 5.2	78.0	5.32	s 11.05	4.37	f 5.33				10.35	**11.55**AM		
D	ARBUCKLE 4.1	72.8	5.24	s 10.50	4.30	s 5.25				10.20			
	GENEVRA 0.9	68.7	5.18	f 10.38	4.24	f 5.15				**9.55**			
	MACY 5.7	67.8		f		f				9.15			
D	WILLIAMS 4.9	62.1	5.07	s **10.25**	4.15	s 5.04				9.00			
	CORTENA 3.9	57.2	4.59	f 10.12	4.08	f 4.57				8.20			
D	MAXWELL 5.3	53.3	4.53	s 10.05	4.03	s 4.50				8.00			
	DELAVAN 3.8	48.0	4.44	f 9.57	3.55	f 4.40				7.35			
	NORMAN 2.2	44.2	4.37	f 9.50		f 4.33				7.25			
	LOGANDALE 5.6	42.0	4.33	f 9.45	3.47	f 4.29				7.15			
DNR	**WILLOWS** 3.3	36.4	4.25	s 9.35	3.40	s 4.20			6.10AM	7.00AM			
	LYMAN 3.6	33.1		f		f 4.06			6.00				
D	ARTOIS 3.9	29.5	**4.12**	s 9.10	3.31	s 4.00			5.40				
	GRAPIT 1.3	25.6	4.03	f **9.00**	3.25	f 3.51			5.00				
	GREENWOOD 3.4	24.3		f		f 3.48			4.45				
Automatic Block DNR	ORLAND 1.6	20.9	3.55	s 8.50	3.18	s 3.40		s 3.05PM	**4.30**			2.30PM	
	WYO 2.0	19.3	**3.52**	f 8.41	3.15	f 3.33		3.00PM	**3.52**			2.20PM	
	MALTON 4.4	17.3		f		f 3.30			3.30				
	KIRKWOOD 5.1	12.9	3.41	f 8.30	3.07	f 3.23			3.15				
D	CORNING 3.1	7.8	3.32	s 8.20	2.59	s 3.15			3.00				
	RICHFIELD 4.7	4.7	3.25	f 8.07	2.54	f 3.05			2.30				
DR	**TEHAMA**	0.0	3.17AM	7.57AM	2.47PM	2.57PM			2.10AM				
	(110.7)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Tues. Thurs. & Sat.	Leave Daily Ex. Sunday	Lv. Mon., Wed. & Fri.	Lv. Tues. Thurs. & Sat.	
	Time over district		(3.18)	(4.38)	(2.43)	(3.48)	(0.20)	(0.05)	(4.00)	(6.30)	(0.25)	(0.10)	
	Average speed per hour		33.54	23.89	40 74	29.13	27.90	19.20	9.10	11.43	12.24	9.60	

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Time at Tehama applies at Junction Switch.

ADDITIONAL STOPS ON SIGNAL. Nos. 43 and 55—Mullen and Merritt to discharge passengers from stations east of Woodland.
No. 53—Corning, Orland, Willows, Maxwell, Williams, Arbuckle and Woodland to receive passengers for Sacramento, Port Costa and Stations West and to discharge passengers from Ashland and Stations north.

ADDITIONAL STATIONS:—Riz-146.0.

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations, Interlocking Plants and Telephones.	EASTWARD THIRD CLASS		SECOND CLASS		Distance from San Francisco		Time Table No. 117 September 17, 1922	Distance from Oroville	WESTWARD SECOND CLASS	THIRD CLASS	FOURTH CLASS
	234	232		542					541	233	235
	Oroville Local Freight	Knights Landing Local Freight		Sacramento Oroville MOTOR					Oroville Sacramento MOTOR	Knights Landing Local Freight	Oroville Local Freight
	Lv. Mon., Wed. & Fri.	Lv. Daily Ex. Sunday		Leave Daily			STATIONS		Arrive Daily	Ar. Daily Ex. Sunday	Ar. Mon., Wed. & Fri.
68 PW		12.01PM		8.35PM	84.9	DR	**WOODLAND** 2.3	63.0	s 7.45AM	11.00AM	
16				f	87.2		GARIO 0.5	60.7	f		
23				f 8.42	87.7		PEART 1.7	60.2	f 7.38		
29 Spur				f	89.4		LAUGENOUR 0.7	58.5	f		
19				f 8.47	90.1		CURTIS 2.3	57.8	f 7.33		
4 Spur				f	92.4		CORANCO 1.6	55.5	f		
25 Spur		12.45		s 8.55	94.0	D	KNIGHTS LANDING 2.1	53.9	s 7.25	10.15	
5 Spur					96.1		CUNARD 0.4	51.8			
		1.15		s 9.02	96.5	R	**GRACE** 0.9	51.4	s 7.18	9.30	
2 Spur				f	97.4		BYPASS 7.8	50.5	f		
65				f 9.20	105.2		CHANDLER 2.3	42.7	f 7.01		
29		1.50		f	107.5		MARCUSE 2.0	40.4	f 6.57	9.00	
4 Spur				f	109.2		WILSON 2.2	38.4	f		
19 W				s 9.40	111.4		TUDOR 1.0	36.5	s 6.49		
8				f 9.42	112.4		ABBOTT 3.4	35.5	f 6.47		
31				f 9.50	115.8		OSWALD 1.9	32.1	f 6.40		
43				f 9.55	117.7		BOGUE 2.7	30.2	f 6.36		
19 I		2.30		s 10.05	120.4		YUBA CITY S. N. R. R. Crossing 1.4	27.5	s 6.30	8.20	
Yard				s 10.10	121.8		W. P. R. R. Crossing E STREET, MARYSVILLE 0.6	26.1	s 6.25		
Yard WOPYFI	12.01PM	3.00PM		s 10.20	122.4	DNR	**MARYSVILLE** 4.1	25.5	s 6.20	8.00AM	3.10PM
3 Spur				f	126.5		MELLO 4.2	21.4	f		
19				f 10.40	130.6		RAMIREZ 1.1	17.2	f 5.55		
8 Spur				f	131.7		MISSION 3.3	16.2	f		
15 P				s 10.50	135.0		HONCUT 6.6	12.9	s 5.46		
14				f 11.03	141.6		HEARST 0.9	6.3	f 5.33		
35 P				s 11.06	142.5		PALERMO 2.5	5.4	s 5.31		
27				f 11.12	145.0		VILLA VERONA 2.9	2.9	f 5.26		
Yard WTP	1.15PM			s 11.20PM	147.9	DR	**OROVILLE**	0.0	5.20AM		2.00PM
	Ar. Mon., Wed. & Fri.	Ar. Daily Ex. Sunday		Arrive Daily			(63.0)		Leave Daily	Lv. Daily Ex. Sunday	Lv. Mon., Wed. & Fri.
	(1.14) 20.40	(2.59) 12.50		(2.45) 22.90			Time over District Average Speed per hour		(2.25) 26.06	(3.00) 12.50	(1.10) 21.86

Westward trains are superior to trains of the same class in the opposite direction.

Marysville Yard—See trains on pages 6 and 7.
Trains to and from Oroville, use Marysville Siding.

Howard Spur leading from Peart to Howard 1.9 miles.
Engines must not go on trestle, Swayne Lumber Co. Oil Spur, Oroville.

ADDITIONAL STOPS ON SIGNAL { Nos. 541 and 542, G Street, Marysville.
Saccarus, Vernon, Coulter, Lee, Messick, Coxlane and Baggett.

Passenger trains will stop on flag at road crossing at Marcuse instead of opposite Hotel.

ADDITIONAL STATIONS:—Saccarus-Mile Post 89.7; Vernon 98.7; Coulter 101.8; Lee 102.7; Messick 114.5; Binney Junction Tower 122.7; Coxlane 139.2; Baggett 146.5.

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations, Interlocking Plants and Telephones.	EASTWARD THIRD CLASS	FIRST CLASS	Distance from San Francisco		Time Table No. 117 September 17, 1922	Distance from Wyo	WESTWARD FIRST CLASS	THIRD CLASS
	368	130					129	367
	Local Freight	Motor					Motor	Local Freight
	Leave Tues. Thurs. & Sat.	Leave Daily			STATIONS		Arrive Daily	Ar. Mon., Wed. & Fri.
Yard PY	7.20AM	12.01PM	108.3	R	**HARRINGTON** 4.0	72.1	s 11.00AM	11.45AM
40	7.36	s 12.10	112.3		COLLEGE CITY 3.7	68.1	s 10.47	11.30
33	7.50	f 12.19	116.0		GRAINO 4.8	64.4	f 10.37	11.15
101 W	8.10	s 12.30	120.8		GRIMES 3.6	59.6	s 10.24	10.50
30	8.30	f 12.38	124.4		SYCAMORE 4.4	56.0	f 10.15	10.30
35	8.50	f 12.47	128.8		DOLAN 4.2	51.6	f **10.05**	**10.05**
97	**9.55**	s 1.00	133.0	D	COLUSA 10.2	47.4	s **9.55**	9.30
50	10.30	f 1.25	143.2		STEGEMAN 2.7	37.2	f 9.30	8.30
39 W	10.45	s 1.32	145.9		PRINCETON 4.5	34.1	s 9.22	8.20
33	11.05	s 1.43	150.4		CODORA 5.2	30.0	s 9.10	8.00
64	11.30	s 1.57	155.6		GLENN 6.5	24.8	s 8.55	7.40
40	11.55AM	f 2.10	162.1		ORDBEND 3.8	18.3	f 8.40	7.20
33	12.25PM	s 2.20	165.9		ROTAVELE 4.0	14.5	f 8.30	7.05
84 W	1.10	s 2.30	169.9	D	HAMILTON 8.7	10.5	s 8.18	6.50
	1.40	f 2.50	178.7		CORY 1.8	1.8	f 8.00	6.20
42 PY	1.50PM	s 2.55PM	180.4		**WYO**	0.0	7.55AM	6.10AM
	Arrive Tues. Thurs. & Sat.	Arrive Daily			(72.1)		Leave Daily	Leave Mon. Wed. & Fri.
	(6.30) 11.08	(2.54) 25.03			Time over District Average speed per hour		(3.10) 22.80	(5.35) 12.89

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STATIONS: Nadine-Spur 157.0, Moda 175.2.

ADDITIONAL STOPS ON SIGNAL: Nos. 129 and 130 at road crossing near 138f, 148f, Moda and Nadine Spur.

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations, Interlocking Plants and Telephones.	EASTWARD THIRD CLASS	FIRST CLASS	Distance from San Francisco		Time Table No. 117 September 17, 1922	Distance from Fruto	WESTWARD SECOND CLASS	FOURTH CLASS
		266					267	
		Fruto Mixed					Willows Mixed	
		Leave Saturday Only			STATIONS		Arrive Saturday Only	
64 WFY		7.00AM	149.9	DNR	**WILLOWS** 2.7	17.0	s 9.10AM	
7 Spur		f	152.6		LOSA 3.2	14.6	f	
20		f 7.20	155.8		KURAND 3.8	11.1	f 8.55	
10		f 7.35	159.6		MILLSHOLM 4.0	7.3	f 8.40	
9		f 7.50	163.6		ATHENA 3.3	3.3	f 8.25	
19 T		s 8.00AM	166.9	R	**FRUTO**	0.0	8.10AM	
		Arrive Saturday Only			(17.0)		Leave Saturday Only	
		(1.00) 17.00			Time over District Average speed per hour		(1.00) 17.00	

Westward trains are superior to trains of the same class in the opposite direction.

EASTWARD							WESTWARD			
Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations, Interlocking Plants and Telephones.	THIRD CLASS		FIRST CLASS	Distance from San Francisco		Time Table No. 117 September 17, 1922	Distance from Placerville	FIRST CLASS	THIRD CLASS	
	264		62					61		265
	Local Freight		Sacramento Placerville Motor					Placerville Sacramento Motor		Local Freight
	Leave Daily Ex. Sunday		Leave Daily			STATIONS		Arrive Daily		Arrive Daily Ex. Sunday
WFTYOP	6.30AM		3.00PM	88.8	DNR	**SACRAMENTO**	59.9	s 9.50AM		12.15PM
						0.5				
				89.3		S. N. R. R. Crossing	59.4			
						0.3				
				89.6		JCT. SWITCH, R STREET	59.1			
						0.1				
				89.7		S. N. R. R. Crossing Western Pacific Crossing	59.0			
						0.5				
				90.2		Central California Traction Crossing	58.5			
						0.6				
I	Via Elvas		Via Elvas	90.8		Western Pacific Crossing	57.9	Via Elvas		Via Elvas
						1.2				
I				92.0		S. N. R. R. Crossing	56.7			
						0.3				
Yard				92.3		HOMESTEAD	56.4			
						2.4				
89 WP	6.50		s 3.17	94.7	DNR	**BRIGHTON** S. P. Crossing.	54.0	s 9.33		11.50AM
						0.8				
7 Spur			f	95.5		RAMONA	53.2			
						0.4				
29	6.55		s 3.20	95.9		PERKINS	52.8	s 9.31		11.40
						1.6				
9			f	97.5		MANLOVE	51.2	f		
						1.4				
81	7.05		s 3.26	98.9		MAYHEW	49.8	f 9.26		11.25
						1.8				
8			f	100.7		ROUTIER	48.0	f		
						0.9				
22	7.20		s 3.33	101.6	D	MILLS	47.1	s 9.22		11.15
						1.8				
35	7.30		f 3.37	103.4		MATHER	45.3	f 9.19		11.05
						1.0				
35	7.35 8.25		s 3.40	104.4	R	**CITRUS**	44.3	9.17 s 9.02		11.00 10.00
						3.0				
18	8.35		f 3.47	107.4		NIMBUS	41.3	f 8.56		9.45
						0.9				
31	**8.53**		f	108.3		ALDER CREEK	40.4	f **8.53**		
						1.8				
25			f 3.53	110.1		NATOMA	38.6	f 8.48		9.35
						1.0				
25 WY	**9.30**		s 3.58	111.1	DR	**FOLSOM**	37.6	s 8.45		**9.30**
						6.9				
9	10.25		f 4.13	118.0		WHITE ROCK	30.7	f 8.27		8.50
						5.1				
9 Spur	10.50		f 4.25	123.1		COTHRIN	25.6	f 8.15		8.30
						3.0				
15	11.20		s 4.34	126.1	D	LATROBE	22.6	s **8.09**		**8.09**
						1.5				
4 Spur			f	127.6		FLONELLIS	21.1	f		
						0.2				
3 Spur				127.8		SWIFT	20.9			
						0.3				
9 Spur	11.30		f 4.41	128.1		BRELA	20.6	f 8.04		7.50
						1.7				
6 Spur			f 4.46	129.8		BRANDON	18.9	f 8.00		
						1.6				
6	11.50AM		f 4.50	131.4		DUGAN	17.3	f 7.57		7.40
						0.3				
4 Spur			f	131.7		BULLARD	17.0	f		
						2.3				
2 Spur	12.15PM		f 4.56	134.0		BENNETT	14.7	f 7.51		7.30
						2.9				
27	12.45		s 5.05	136.9		SHINGLE SPRINGS	11.8	s 7.45		7.20
						3.5				
6 Spur	1.10		f 5.15	140.4		CUMMINGS	8.3	f 7.37		7.05
						2.3				
32	1.30		s 5.23	142.7		EL DORADO	6.0	s 7.31		6.55
						2.3				
23	1.45		s 5.31	145.0	D	**DIAMOND SPRINGS**	3.7	s 7.25		6.45
						2.7				
6 Spur				147.7		APEX	1.0			
						1.0				
Yard WT	2.00PM		s 5.40PM	148.7	DR	**PLACERVILLE**	0.0	7.15AM		6.30AM
	Arrive Daily Ex. Sunday		Arrive Daily			(59.9)		Leave Daily		Leave Daily Ex. Sunday
	(5.50) 11.20		(2.40) 22.46			Time over District Average speed per hour		(2.20) 25.31		(4.45) 12.61

Westward trains are superior to trains of the same class in the opposite direction.

For Fair Oaks Branch trains, see Fair Oaks Branch schedules.

Water—One mile east of Dugan.

ADDITIONAL STOPS ON SIGNAL:—Nos. 61 and 62 Soudan, Maltby, Harvey, Bradshaw, Salsbury, Alden, Carpenter and Limestone.

ADDITITIONAL STATIONS:—Brown, 97.0,—Alden, 98.0,—Bradshaw, 99.8,—Boyd, 100.3,—Soudan, 103.7,—Salsbury, 105.2, Carpenter, 114.5,—Maltby, 11g.4,—Harvey, 121.7,—Limestone, 133.5.

EASTWARD							WESTWARD			
Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations, Interlocking Plants and Telephones.	THIRD CLASS	FIRST CLASS		Distance from San Francisco		Time Table No. 117 September 17, 1922	Distance from Walnut Grove	SECOND CLASS		FOURTH CLASS
	238	534	532					533	535	239
	Local Freight	Sacramento Walnut Grove MOTOR	Sacramento Walnut Grove MOTOR					Walnut Grove Sacramento MOTOR	Walnut Grove Sacramento MOTOR	Local Freight
	Leave Tues. and Friday Only	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Tues. and Friday Only
Terminal Yard W.F.T.Y.O.P.	4.30PM	3.45PM	7.15AM	88.8	DNR	**SACRAMENTO**	24.6	s 9.55AM	s 6.25PM	8.00PM
						0.5				
Yard				89.3		S. N. R. R. Crossing	24.1			
						0.3				
Yard P	4.40	3.50	7.20	89.6		JCT. SWITCH R STREET	23.8	9.48	6.18	7.50
						2.2				
Yard	4.45	f 3.56	f 7.26	91.8		BATHS	21.6	f 9.43	f 6.13	7.45
						2.4				
60	4.50	f 4.03	f 7.33	94.2		DEL RIO	19.2	f 9.37	f 6.07	7.40
						3.3				
60	5.00	s 4.12	s 7.42	97.5		FREEPORT	15.9	s 9.28	s 5.58	7.30
						7.8				
66 P	**5.38**	s 4.32	s 8.02	105.3		HOOD	9.5	s 9.08	s **5.38**	7.15
						4.0				
55	6.00	f 4.45	f 8.15	107.9		LAMBERT	5.5	f 8.54	f 5.24	6.50
						3.3				
No Siding	6.10	f 4.54	f 8.24	111.2		MOFUBA	2.2	f 8.46	f 5.16	6.40
						2.2				
61 PWY	6.20PM	s 5.00PM	s 8.30AM	113.4	DR	**WALNUT GROVE**	0.0	8.40AM	5.10PM	6.35PM
	Arrive Tues. and Friday Only	Arrive Daily	Arrive Daily			(24.6)		Leave Daily	Leave Daily	Leave Tues and Friday Only
	(1.50) 13.41	(1.15) 19.68	(1.15) 19.68			Time over District Average speed per hour		(1.15) 19.68	(1.15) 19.68	(1.25) 17.36

Time at Walnut Grove applies at Station building.

Telephone at Junction Switch R Street—Walnut Grove trains using main track from R Street to Sacramento passenger station will ask for instructions from Dispatcher regarding overdue first class trains.

Westward trains are superior to trains of the same class in opposite direction.

Passenger trains will entrain and detrain passengers, handle mail, baggage and express from main track Walnut Grove.

ADDITIONAL STOPS ON SIGNAL. {All schedule trains at Front and M Streets, Charles, Pocket, Content, Cronin, Mosher, Acacia, Locke and Rosebud.

ADDITIONAL STATIONS: Charles Mile Post 93.0; Pocket 96.4; Content 98.9; Cronin 100.1; Mosher 100.9; Acacia 102.6; Rosebud 103.3; Locke and Walnut Grove Wharf 112.6.

EASTWARD								WESTWARD			
Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations, Interlocking Plants and Telephones.	THIRD CLASS		FIRST CLASS		Distance from San Francisco		Time Table No. 117 September 17, 1922	Distance from Fair Oaks	SECOND CLASS		FOURTH CLASS	
	272	270		66					67		271	273
	Local Freight	Local Freight		Fair Oaks Motor					Fair Oaks Motor		Local Freight	Local Freight
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		Leave Daily			STATIONS		Arrive Daily		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
35 P	10.00AM	7.40AM		9.03AM	104.4	R	**CITRUS**	1.9	s 9.16AM		8.20AM	11.00AM
							1.0					
10 Spur				f	105.4		HOLLY	0.9	f			
							0.9					
15 PT	10.10AM	7.50AM		s 9.08AM	106.3	DR	**FAIR OAKS**	0.0	9.10AM		8.10AM	10.50AM
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		Arrive Daily			(1.9)		Leave Daily		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(0.10) 11.40	(0.10) 11.40		(0.05) 22.80			Time over District Average speed per hour		(0.06) 19.00		(0.10) 11.40	(0.10) 11.40

Westward trains are superior to trains of the same class in opposite direction.

SACRAMENTO YARD—INBOUND, VIA ELVAS.

Trains moving from Brighton to Elvas are Eastward, and Elvas to Sacramento Westward.

	Time Table No. 117 September 17, 1922		Distance from Brighton	5	13	19	21	24	256	9	33	61	64	1	254	57	265	32	23	15	286	219	68	229	38
				Nevada Express	San Francisco Express	Pacific Limited	St. Louis Express	Tonopah Express	Sunset Manifest	Fast Mail	Colfax Sacramento Passenger	Placerville Sacramento Motor	The Sacramento	Overland Limited	Ogden Manifest	Chico Sacramento Passenger	Local Freight	San Francisco Sacramento Passenger	Sparks San Francisco Passenger	California Express	Local Freight	Freight	Fresno Sacramento Passenger	Local Freight	San Francisco Sacramento Passenger
	STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Tues. Thurs. & Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Automatic Block	DNR **SAC.** PASS. STA.	Double Track	6.0	3.50AM	4.10AM	4.50AM	6.50AM	7.00AM		8.55AM	9.30AM	9.50AM	9.55AM	10.35AM		11.30AM		1.05PM	2.35PM	2.55PM			8.15PM		9.30PM
	1.0																								
	12TH STREET		5.0														12.15PM				4.20PM	5.00PM		9.00PM	
	2.0																								
	ELVAS		3 0	3.38AM	3.58AM	4.38AM	6.38AM	6.50	8.30AM	8.43AM	9.18AM	9.38	9.43	10.23AM	11.00AM	11.18AM	12.01PM	12.55	2.23PM	2.43PM	4.00	4.45PM	8.05	8.45PM	9.20
	3.0																								
	DNR **BRIGHTON**		0.0					6.45AM	7.40AM			9.33AM	9.38AM		10.30AM		11.50AM	12.50PM			3.50PM		8.00PM		9.15PM
	(6.0)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Tues. Thurs. & Sat.	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily

SACRAMENTO YARD—OUTBOUND, VIA ELVAS.

Trains moving from Sacramento to Elvas are Eastward and Elvas to Brighton Westward.

	Time Table No. 117 September 17, 1922		Distance from San Francisco	16	10	264	65	24	285	253	222	31	14	2	62	34	63	58	22	230	20	6	257
				Oregon Express	Atlantic Express	Local Freight	Sacramento Fresno Passenger	Tonopah Express	Local Freight	Ogden Manifest	Portland Fast Freight	Stockton Sacramento Passenger	Portland Express	Overland Limited	Sacramento Placerville Motor	Sacramento Colfax Passenger	The Sacramento	Sacramento Chico Passenger	St. Louis Express	Nevada MDSE.	Pacific Limited	Nevada Express	Sunset Manifest
	STATIONS			Leave Daily	Leave Daily	Leave Mon. Wed. & Fri.	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily
Automatic Block	DNR **SAC.** PASS. STA.	Double Track	88.8	12.30AM	1.30AM		7.00AM	7.30AM				8.50AM	1.15PM	2.35PM	3.00PM	3.45PM	4.10PM	4.35PM	4.40PM		9.35PM	11.05PM	
	1.0																						
	12TH STREET		89.8			6.30AM			7.40AM		8.40AM									7.15PM			
	2.0																						
	ELVAS		91.8	12.42AM	1.42AM	6.40	7.10	7.42AM	7.55	8.35AM	8.55AM	9.00	1.27PM	2.47PM	3.12	3.57PM	4.20	4.47PM	4.52PM	7.30PM	9.47PM	11.17PM	11.40PM
	3.0																						
	DNR **BRIGHTON**		94.8			6.50AM	7.15AM		8.05AM	8.45AM		9.05AM			3.17PM		4.25PM						12.15AM
	(6.0)			Arrive Daily	Arrive Daily	Arrive Mon. Wed. & Friday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily

EASTWARD

WESTWARD

Length of Sidings in cars, and location of Scales, Fuel, Water, Wyes and Interlocking Plants and Telephones.				Distance from San Francisco		Time Table No. 117 September 17, 1922 **STATIONS**	Distance from Sheffield		
	P			96.5	R	**GRACE**	15.3		
						0.4			
30				96.9		**MARCHANT**	14.9		
						1.5			
33				98.4		MACKERT	13.4		
						2.0			
39	W			100.4		MADDOCK	11.4		
						1.3			
33				101.7		SEYMOUR	10.1		
						3.4			
55	P			105.1		SUBACO	6.7		
						2.1			
33				107.2		PELGER	4.6		
						2.1			
55	P			109.3		EVERGLADE	2.5		
						1.9			
51				111.2		HINSDALE	0.6		
						0.6			
	YP			111.8		**SHEFFIELD**	0.0		
						(15.3)			

.... Time over District ....
.... Average speed per hour ....

EASTWARD

WESTWARD

Length of Sidings in cars, and location of Scales, Fuel, Water, Wyes and Interlocking Plants and Telephones.	FIRST CLASS		Distance from San Francisco	Time Table No. 117 September 17, 1922 **STATIONS**	Distance from Karnak	FIRST CLASS	
30			96.9	**MARCHANT**	2.8		
				1.0			
26			97.9	ENSLEY	1.8		
				1.8			
5			99.7	**KARNAK**	0.0		
				(2.8)			

.... Time over District ....
.... Average speed per hour ....

Time Table superiority of schedule trains and train order rights of all trains apply to end of double track at Brighton.

EASTWARD

WESTWARD

Length of sidings in cars and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants and Telephones.	FIRST CLASS		600 Mixed Leave Daily Ex. Sunday	Distance from San Francisco		Time Table No. 117 September 17, 1922 **STATIONS**	Distance from Stirling City	SECOND CLASS 601 Mixed Arrive Daily Ex. Sunday		
Yard FYOW			7.00AM	184.2	DN	**CHICO**	31.2	s 1.20PM		
						2.4				
No Siding			f	186.6		S. N. R. R. Crossing	28.8	f		
						2.7				
				189.3		DREDGE	26.1			
						3.3				
18			f	192.6		CROUCH	22.8	s		
						4.0				
No Siding			f	196.6		OAKDALE FARMS	18.8	f		
						1.6				
21 W			s 7.55	198.2		PARADISE	17.2	s 12.07PM		
						1.4				
2 Spur			f	199.6		OSTRANDER	15.8	f		
						0.6				
2 Spur			f	200.2		WAGSTAFF	15.2	f		
						2.0				
3 Spur			f	202.2		OPTIMO	13.2	f		
						1.0				
12			s 8.15	203.2		MAGALIA	12.2	s 11.33AM		
						0.7				
7 Spur			f	203.9		BUSH	11.5	f		
						2.3				
3			s 8.30	206.2		APPLETON	9.2	s 11.15		
						0.9				
7 Spur			f	207.1		LUCE	8.3	f		
						2.9				
10 (Spur) W			s 8.50	210.0		DOON	5.4	s 10.55		
						5.4				
Yard Y			s 9.15AM	215.4	DR	**STIRLING CITY**	0.0	10.25AM		
			Arrive Daily Ex. Sunday			(31.2)		Leave Daily Ex. Sunday		

(2 15) .... Time over District .... (2.55)
13.15 .... Average speed per hour 10.69

Westward trains are superior to trains of the same class in the opposite direction—See Rule 72.

Emergency water supply, Stirling City. For main line trains see pages 6 and 7.
ADDITIONAL STOPS ON SIGNAL: Barber (Chico yard). Mile Post. 185.1—

SPECIAL INSTRUCTIONS.

EXTRA TRAINS MAY PASS OR RUN AHEAD OF THIRD AND FOURTH CLASS TRAINS AND FOURTH CLASS TRAINS MAY PASS OR RUN AHEAD OF THIRD CLASS TRAINS WITHOUT AN ORDER TO DO SO.

ALL TRAINS BETWEEN ELVAS AND SACRAMENTO AND BETWEEN ELVAS AND BRIGHTON, AND EASTWARD TRAINS VIA ELVAS FROM STOCKTON DIVISION TO ROSEVILLE WILL MOVE IRRESPECTIVE OF TIME-TABLE SUPERIORITY WHEN MOVING WITH CURRENT OF TRAFFIC.

STANDARD CLOCKS.

Sacramento, Telegraph Office, Twelfth Street, and Roundhouse.
Roseville, Yard Office and Roundhouse.
Colfax.
Blue Canon.
Truckee.
Sparks.
Gerber.
Willows.
Placerville.
Orland.
Oroville.
Marysville.
Chico.

WATCH INSPECTORS.

W. F. Hayes, General Time Inspector, No. 65 Market St., San Francisco.
H. T. Harger, 1008 K St., Sacramento.
H. T. Harger, Roseville.
H. T. Harger, Sparks.
O. W. Halstead, Oroville.
Leo. J. Smith, Marysville.
J. R. Dupen, Chico.
E. W. Wright, Willows.
N. H. Burger, Placerville.

BULLETIN BOARDS.

Sacramento, Telegraph Office, Yard Office Twelfth Street.
Roseville.
Colfax.
Blue Canon.
Summit.
Truckee.
Sparks.
Gerber.
Chico.
Marysville.
Willows.
Orland.
And Roundhouses.

Rule 1 CLEARANCES.

Rule 83-A will not apply at initial stations which are not telegraph stations, nor at telegraph stations except when operator is on duty.

(A) All trains will obtain Clearance Card (Form 2643) at Marysville, Colfax, Blue Canon, Truckee and Folsom when operator is on duty.

Extra trains not routed via Folsom need not go to Folsom station or obtain a clearance card at that point.

(B) Trains originating Twelfth Street, Sacramento, via Elvas-Brighton, proceed to Brighton without obtaining clearance card. Freight trains and light engines between Roseville and Sacramento, and freight trains and light engines to and from Western Division will obtain their clearance and orders at Telegraph Office, Sacramento.

Rule 2 REGISTERING.

(A) Trains originating and terminating 12th Street, also eastward freight trains from Western Division, will register at 12th Street.

First class trains register by ticket at Roseville yard office.

First class trains of the Roseville-Gerber line register at Roseville Passenger Station.

(B) **Nos. 11, 12, 53 and 54** register by ticket at Willows, Orland and Tehama, when operator on duty.

Nos. 13, 14, 15 and 16 register by ticket at Tehama, when operator on duty.

(C) Only trains originating and terminating at Chico, Harrington and Dunnigan, will register at these stations.

(D) Train register has been placed at Junction switch, Folsom:

Trains that are required to go to Folsom, or trains originating or terminating at Folsom, will on return to the Junction, register the same information as shown on register at Folsom station.

(E) At registering stations on single track, or at the end of double track when passing from single to double track, where trains are permitted to register by registering ticket as per Rule 83-B, conductors and telegraphers, or telephone operators, must comply with Rule 96, the same as at non-registering stations.

Rule 3 TRAIN AND AIR INSPECTION.

(A) PASSENGER AND FREIGHT TRAINS.—Rear end brake and air signal test must be made by trainmen at Summit, Blue Canon, Stirling City and Placerville; also at any other point where brake pipe has been separated. Test to be made just prior to leaving, as follows:

Engineer make a reduction from brake valve then sound one blast of the steam whistle, of sufficient length and volumne only to reach the rear of the train, will be notice to trainmen that enginemen are ready for air brake test to be made.

Trainmen will then make a service reduction of brake pipe pressure, from the last car of not less than twenty pounds. Engineer on the lead engine will, with brake valve on lap, watch for fall of pressure on air gauge to indicate that air has been applied; after which brakes will be released in the usual manner.

(B) All available retainers on passenger and freight trains will be used as follows:

Eastward trains, Summit to Truckee.
Westward trains { Summit to Long Ravine Bridge.
New England Mills to Loomis.
Stirling City to M. P. 188.

(C) ON PASSENGER TRAINS, when a stop is made, and not before, trainmen will turn down retainers, one man working from head end, and another from the rear, until they meet; then immediately turning them up on return movement.

(D) Engineer will release the train brakes as soon as stop is made.

When all retainers have been turned down, rear brakeman will notify the engineer by one blast of the signal whistle.

(E) Between Roseville and Gerber and between Davis and Tehama.

Freight trains must be stopped, and inspection made of running gear, wheels, etc. after a continuous run of thirty miles, except that where water stations are more than thirty miles and less than thirty-five miles apart, one stop may be eliminated, by running between water stations, but in no case distance of thirty-five miles to be exceeded.

Trainmen must make a careful running inspection of entire train leaving all stations; however, if in the opinion of the conductor train should be inspected between such stops, this inspection must be made.

This does not in any way modify stops which must be made at regular inspection stations as indicated below.

(F) Freight trains and light engines on descending grade will make a stop of ten minutes at the following stations, where trainmen will make a careful inspection of all cars, and permit wheels to cool:

Floriston.
Andover.
Summit.
Spruce.
Crystal Lake.
Blue Canon.
Alta.
Colfax.
Flint (except Westward freight trains which stop and take siding at Auburn, will inspect at Auburn instead of Flint).
Latrobe.
Paradise.
Crouch.

Westward freight trains, 5 minutes at Midas and 5 minutes at Doon.

Passenger trains stop at Paradise 5 minutes to cool wheels.

(G) Eastward freight trains stop at Summit or Tunnel Six, westward freight trains stop at Lake View. After stopping, engineer will make a service brake pipe reduction of 15 pounds, lapping the brake valve, then call for the plug, after receiving same, charge brake pipe to maximum pressure, then proceed.

After plug test of air is made by eastward freight trains, trainmen will watch trains out of Summit or Tunnel Six.

(H) Retainers on cars set out in territory where they are used, must be turned down by incoming crew. This does not relieve outgoing crews from ascertaining that retainers are in proper position.

(I) Conductors will report to Superintendent by wire any failure to properly control train by air brakes, and will hand to car inspector at first terminal list showing tonnage of each car in train. Car Inspector will add to list the piston travel of each car in train, as shown by test made before road engine is cut off; also result of three-minute test of all retainers. The list then to be forwarded to Superintendent by mail.

(J) Whenever train handles improperly on descending grade, hand brakes must be used and car repairer at terminal advised promptly by wire, stating trouble in detail in order inspectors may investigate on arrival of train, also send copy such telegram to Superintendent.

(K) Air whistle signal will be used in making running test leaving Roseville yard on westward passenger trains to afford enginemen opportunity to devote their entire attention to track ahead.

(L) Air plugs must be used on all freight trains operating between Sparks and Roseville. These plugs will be handled by carmen at Sparks and Roseville; but must be applied and removed when necessary by trainmen at intermediate stations.

Rule 4 USE OF "19" FORM TRAIN ORDER FOR RESTRICTING TRAINS WITHIN AUTOMATIC BLOCK SIGNAL LIMITS.

Within automatic block signal limits, the note under Rule 211 is modified as follows:

(A) Form "19" train order may be issued to restrict the superiority of a train, except that Form "31" must be used:

(1) When orders are delivered at a non-telegraph or closed telegraph station. (See Rule 217.)

(2) When necessary to restrict a train which has been cleared or the engine of which has passed train order signal. (See Rule 219.)

(3) When issuing an order Form "G," Example 3.

(4) When giving a train right over all trains.

(5) When reducing a time order where necessary that dispatcher have signature of superior trains before completing order to an inferior train.

(B) Operator will fill out clearance, designating thereon numbers of orders, repeat to dispatcher train and order numbers as they appear on clearance and obtain O. K. with time and Superintendent's initials, writing same before delivery in blank space where time is shown. Operator will retain carbon copy of clearance. This paragraph applies to territory outside of block signal limits also.

(C) Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance, and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

(D) When a "19" order restricting superiority is issued at a station where superiority is restricted, train must be stopped by operator before delivery of order.

(E) Conductor's and engineer's attention is called to the importance of approaching at a moderate rate of speed, telegraph offices where orders are to be received. Also to the necessity of carefully checking clearance to ascertain positively that clearance is properly addressed and that orders received are those called for by clearance.

(F) **Rule 251 is amended to read as follows:**

In sending and repeating train orders over the telephone or telegraphone the manner in which train orders should be transmitted and repeated by telephone, the following order should be sent as outlined.

Second No 25 Eng. 3205 wait at Newhall until Nine-Fifty 950 P.M. for extra 2756 east.

The order should appear as quoted above when ready for delivery

The manner of sending or repeating the order is as follows:

First pronounce the word "Second" and then spell it thus: "S-e-c-o-n-d;" pronounce the word Number which will be abbreviated by "No." pronounce the figures 2-5 and follow by spelling each digit; thus "T-w-o f-i-v-e;" pronounce the word "Engine" which may be abbreviated in the order as "Eng." pronounce the engine number in figures as "3-2-0-5" then follow by spelling each figure as "t-h-r-e-e t-w-o n-a-u-g-h-t f-i-v-e;" pronounce the words "wait at" then pronounce the station name and follow by pronouncing each letter of the station name; as "N-e-w-h-a-l-l-;" pronounce the word "until" then pronounce the time "950" in the usual manner, then follow by spelling each word in the time, as "n-i-n-e f-i-f-t-y" then pronounce the figures "9-5-0" followed by "P.M." pronounce the word "for" also "Extra" then name each figure in the number as "2-7-5-6" followed by spelling as t-w-o s-e-v-e-n f-i-v-e s-i-x, and then pronounce the word "East"

You will note that the words "Number," "Wait at," "for," "Extra" and "East" are merely pronounced and should not be spelled.

Rule 5 AUTOMATIC SIGNALS.

Rule 504 is amended as follows:

When a train is stopped by a block signal, it may proceed when the signal indicates proceed.

On SINGLE TRACK. Send a flagman in advance immediately, wait at least five minutes after the flagman has started, and then follow the flagman to the next distant or home block signal, in proceed position, or if the next distant or home block signal in advance is in plain view and in proceed position, and track ahead is seen to be clear, proceed under control, not exceeding six miles per hour. Flagman need precede train only to a point where the track ahead is seen to be clear to the next distant or home block signal in proceed position, but train will not exceed six miles per hour to such block signal.

AUTOMATIC SIGNALS—Continued.

On **DOUBLE TRACK**, a train may proceed immediately running under control, not exceeding six miles per hour, to the next distant or home block signal in advance, except that a flagman must precede the train when view is obscured by weather conditions, tunnels, or other obstructions.

(A) A train stopped at home signal on account of opposing train which can be seen taking siding, may immediately proceed at speed not exceeding six miles per hour, to fouling point, provided track is seen to be clear to the fouling point.

(B) When a train which is to take siding is stopped by home signal at meeting point at which opposing train is standing on the main track, it may proceed immediately, under control, not exceeding six miles per hour, to the entering switch, provided track is seen to be clear to that switch.

(C) When a train which is to take siding at meeting or passing point or is to enter terminal yard finds home signal other than interlocking signal in stop position on account of train to be met or passed standing on the main track, or on account of switch being lined up for receiving track, it may pass the home signal without stopping, when a trainman or switch tender is at the home signal giving proceed signals to indicate that switch is open, and may enter siding or receiving track at speed not exceeding six miles per hour, provided switch is seen to be open and track clear to fouling point of switch.

(D) When the number plate of a home block signal is reversed, showing "yellow," and signal indicates "stop," train may pass without stopping, but, unless otherwise directed by train order or bulletin, will proceed with caution, to the next signal.

(E) When light is not burning in a distant or home block signal, speed must be reduced sufficiently to enable engineman to be governed by the position of the signal blade, and to observe the number of the signal, which will be reported as having light not burning from first train order office from which report can be made without delay to train.

(F) Flagman preceding a train stopped by a block signal will watch carefully for broken rails or other defects of track, and when trains are authorized to proceed at six miles per hour without flagman in advance, both engineman and fireman will watch carefully for such defects.

(G) Within block signal limits that portion of rules 86 and D-86 reading "but must be clear at the time a first-class train in the same direction is due to leave the next station in the rear where time is shown" is cancelled.

(H) When using cross-overs, trainmen must comply with Rule 99, on both tracks, and after switches are thrown wait five (5) minutes before moving through cross-over.

This regulation does not apply between 15th Street and Sacramento River Bridge, Sacramento, and between Roseville Passenger Station and cut off at Roseville Yard office.

(I) When signal 889 and 901, in Sacramento yard, indicates "stop," trains will not proceed until signal has changed to "proceed" or until hand signals are given by switchtender. In foggy or stormy weather, flagman must be sent in advance of train when signal indicates "stop."

(J) Three-arm automatic block signal on No. 2 track at junction switch, Rocklin, governs the movement of eastward trains. The upper home and distant signal govern the use of No. 2 track. The lower home signal will clear only when No. 4 track is clear and switch lined up for movement to Loomis on No. 4 track.

(K) On No. 1 track between Newcastle and Loomis, automatic block signal rules governing trains on single track will apply.

(L) When trains are stopped by automatic block signals No. 1158 west of Lincoln, No. 1173 east of Lincoln, No. 1280 west of Wheatland or No. 1291 east of Wheatland, stop, then proceed under control not exceeding six miles per hour to signal governing opposite direction.

(M) Distant signals only are operated at Whitney, Ewing, Sheridan, Ostrom, Marysville and Yuba City; these signals indicate caution position when switch is open or train occupies main track between signal and switch, or when train on siding is not into clear.

(N) Disc signals located 2,000 feet west of west switch at Midas and 2,000 feet east of east switch at Gold Run and on signal pole 1530 near west switch Gold Run and at west switch Colfax, controlled by operators, will govern movement of trains as follows:

When showing yellow disc or yellow light; take siding.

When showing white disc or green light; proceed if train order or schedule permit.

(O) LIGHT SIGNAL ON POST OF SIGNAL 1435 EAST OF COLFAX, CONTROLLED BY OPERATORS—Indications are given by illuminated letters and figures as follows:

M—Hold Main Track.

X—Enter Siding at Crossover.

1—Take No. 1 Track at East Switch.

2—Take No. 2 Siding at East Switch.

No light—Proceed as Train order or Schedule Permit.

(P) Junction switch located 150 feet east of railroad crossing at Brighton, on Placerville Branch, will be lined for movement via Elvas. The upper arm of signal 947 governs movement to Elvas. The lower arm governs movement to R Street.

(Q) Junction switch at Tehama will be normally lined for movements via Chico, upper arm signal 2119 will govern Gerber-Roseville Line; lower arm will govern Tehama-Davis Line.

Normal indication of signal 2118 will be "Proceed"; normal position of signal 2116 will be "Stop."

Trains from Tehama-Davis Line will not pass Signal 2116 until junction switch is lined for Tehama-Davis Line and will then be governed by Rule 504.

(R) Trains stopped by signal 2134 west end of Gerber yard wait one minute and then proceed under control.

(S) FOLSOM LIGHT SIGNALS.—The indications of the lights are red, "Stop," yellow, "Caution"; and green, "Proceed."

Normally no lights are shown, but upon opening a switch or car fouling main track or a train approaching on the main track, the signal ahead is automatically lighted to show the condition of the block ahead.

An eastward train approaching Natoma when the block is unoccupied, will cause signal 1104 to show a green light. If block is occupied the signal will show a red light. If the second block beyond is occupied, signal 1104 will show yellow light. Continuing on beyond signal 1104 the train will cause signal 1114 to show green light when main track beyond 1114 is unoccupied. If occupied a red light will be displayed.

The same applies to signals 1117 and 1113 respectively, in the case of a westward train leaving Folsom Station.

If signal shows a light before a train on siding or junction track has fouled the main track or before a switch has been opened, it will be understood that the signal is being lighted by another train already on main track. If the signal shows no light, but upon opening a switch a green light is displayed, the indication is that nothing is approaching from the rear and that the block ahead is clear. If upon opening a switch a red light is displayed the indication is that the block ahead is occupied.

If no light is displayed in a signal upon the approach of a train on main track or when a track switch is opened, it will indicate a signal improperly displayed.

In the event of main track being occupied or a signal being improperly displayed, trains will protect as per Rule 504.

Rule 6

INTERLOCKING PLANTS

(A) SACRAMENTO RIVER BRIDGE.—The home signal at the west end of bridge governing movement of eastward trains will stand normal position at stop and will be cleared on approach of eastward trains when circuit is clear. The home signal on the east end of bridge will stand normal position proceed. This interlocking plant is for protection of drawbridge and not for railroad crossing which is located at the east end of bridge.

(B) Trains must not stop on draw-bridge at Sacramento or Knights Landing.

(C) NINETEENTH STREET, SACRAMENTO.—At crossing of R Street track with Western Pacific, all derails on approaches to the crossing and switches leading to transfer track and to industry track are operated from the tower. The upper arm of the signals located one hundred (100) feet from the main track derails govern the use of main track.

The lower arm of the high signals governs the use of the transfer and industry tracks.

Trains wishing to use industry or transfer tracks will give one long, one short and one long rings on push button located on home signal cases.

(D) HOMESTEAD.—At crossing of 'R' Street line with Sacramento Northern Railroad. Derails and approaches to the crossing and switches leading to Libby McNeill siding, stock corral spur and east end of Pacific Gas & Electric Company siding, are operated from the tower.

Upper arm of the high signals located one hundred (100) feet from main track derails governs the main track.

Lower arms of high signals govern entrance to industry tracks.

Trains wishing to use stock corral track or east end of Pacific Gas & Electric Company siding, will give one long, one short and one long rings on push button.

Libby McNeill siding, one long and one short rings.

Main track, one ring.

(E) ELVAS.—The home signals at the approaches do not in all cases govern through entire interlocking limits, as each home signal in the proceed position only entitles train to move to the next home signal, which may be reached before passing out of interlocking limits. Dwarf signals or short blades on three-arm signals are provided for each route not governed by a home signal and govern only to the next home or dwarf signal in advance.

Trains from Sacramento to Brighton will be governed by lower and trains from Sacramento to Roseville by upper signal. From Roseville to Sacramento by upper, and from Roseville to Brighton by lower signal. From Brighton to Sacramento by upper, and from Brighton to Roseville by lower signal.

Last paragraph Rule 630 is amended permitting towerman at Elvas to give signals from tower instead of ground.

Whistle signal governing different routes as follows:
To Roseville, one long and one short, ——— o.
To Sacramento, two long and one short, ——— ——— o.
To Brighton, two long and three short, ——— ——— o o o.
To siding, three short and two long, o o o ——— ———.
To third track, one long, one short, one long, ——— o ———.
To spur, one short, one long, o ———.

(F) SNODGRASS SLOUGH.—Draw-bridge located approximately two (2) miles west of Walnut Grove, on Walnut Grove Branch, interlocked.

When signal indicates **STOP**, trains must not move over draw-bridge, until flagman has preceded the train and ascertained that bridge is closed and track safe, between these two signals.

(G) NINTH STREET TOWER, MARYSVILLE.—Crossing Western Pacific and Woodland-Oroville Branch.

(H) BINNEY JUNCTION TOWER.—Junction with Oroville Branch and crossing Western Pacific R. R. Whistle signals governing routes:
Main Track to or from Gerber—one long, one short: ——— o.
Main Track to or from Oroville Branch—two long, one short: ——— ——— o
Siding to or from Gerber—one short, one long: o ———.
Siding to or from Oroville Branch—three long, one short: ——— ——— ——— o.
Siding to or from west leg of wye—three short, two long: o o o ——— ———
Main Track to or from west leg of wye—two long, three short: ——— ——— o o o.
Main Track to or from east leg of wye—one long, one short, one long: ——— o ———.
To Spur—one short, two long: o ——— ———.

(I) LIVE OAK TOWER.—Crossing with Sacramento Northern Railroad, located one-half mile east of Live Oak. Eastward trains, when standing on main track to meet opposing trains at Live Oak, will stop west of east house track switch to avoid holding interlocking signal against opposing trains.

(J) WOODLAND.—All derails on approaches to crossing of Sacramento Northern Railroad, and switches leading from main track to house track and siding and switch from siding to Knights Landing Branch, controlled by this tower. Upper arm on high signal, located 50 feet from derail, governs use of main track; lower arm on westward high signal governs entrance to siding or house track. Dwarf signals govern other movements.

The following whistle signals will be used:
For Tehama to or from siding—one long, one short: ——— o.
For Tehama to or from house track—two long, one short: ——— ——— o.
For Knights Landing to or from siding—one long, one short, one long: ——— o ———.

(K) Rules 630 and 663 are amended as follows, by which employees will be governed:

"630. Hand signals must not be used when the proper indication can be displayed by the interlocking signals. When hand signals are necessary the signalman must assure himself that the switches are properly lined and that the route is clear. Signals must be given from such a place on the ground, and in such a way, that there can be no misunderstanding on the part of enginemen or trainmen as to the signals, or as to the train or enginemen for which they are given.

A yellow flag must be used by day, and a yellow light by night, in giving hand signals."

INTERLOCKING PLANTS—Continued.

"663. Enginemen and trainmen must not accept a hand signal to proceed against an interlocking signal, except as provided in Rule 630. When hand signals are given for a train to pass an interlocking signal indicating "stop," trains must be brought to stop and then proceed under control not exceeding six miles per hour, keeping a sharp lookout for open derailers and trains on conflicting routes.

Hand signals authorize movement only through the interlocking limits governed by the inoperative signal, and not through the automatic portion of the block, if any."

Rules 14-K and D 14-K apply at Interlocking Plants.

Rule 7 STAFF RULES.

The Train Staff system is in operation between Truckee and B. C. Junction. All stations with sidings within these limits are train staff stations. Should view be obstructed by reason of snow, fog, etc., and engineer is doubtful as to location, he must stop, and if necessary send a member of crew ahead to note position of signals.

(A) At staff stations between B. C. Junction and Donner inclusive, the initial switch at each end of siding is connected with signals approaching it, so as to give stop indication when switch is not properly lined up.

Approximately 1500 feet from extreme switches at each staff station distant signal is located, which is used in connection with the home signal and the extreme switches, to regulate the approach thereto.

Two disc signals, upper pertaining to the occupancy of the main track, and lower pertaining to the staff for the next block, are placed on one post at each end of siding at staff stations except those named in (e).

(B) If upper signal shows red disc and red light, and lower signal shows yellow disc and yellow light, train must take siding.

(C) If upper signal shows white disc and green light and lower signal shows yellow disc and yellow light, train must proceed cautiously on main track prepared to stop at staff crane.

(D) If both signals show white discs and green lights, train must proceed on main track expecting to receive staff.

(E) At Donner, Champion, Stanford, Tunnel Six, Summit, Soda Springs, Fulda and Gunter, staff signal indications are given by light signals:

Red light.—Take siding.

Yellow light.—Proceed, prepared to stop at home signal or at Staff Crane.

Green light.—Proceed.

Westward signal, east switch, Fulda, green light eliminated.

In the absence of a light in the signal at the siding switch, train must stop and send a member of crew to staff office for instructions.

(F) Except as provided in (h), the exchange of staffs at staff stations must be made by staff crane or by hand, between a member of train or engine crew and staff operator. Upon receipt of a staff, both the engineman and fireman must ascertain that it is the proper one by reading the names stamped thereon.

(G) When staff is on staff crane and train holds main track at staff station but does not stop, staffs must be exchanged at staff crane, but staff operator must not insert surrendered staff in machine until entire train has passed the staff crane.

When train stops on main track at staff crane, staff must not be surrendered until train is ready to immediately proceed, and (except when leaving staff system limits) staff for block in advance has been received. Staff operator must not insert staff in machine until entire train has passed the staff crane.

When train enters siding at staff station engineman may pass staff to a member of his train crew after head end of train clears main track, and thereafter must not foul main track with head end of train, nor with rear end of train by backing up, until he is again in possession of proper staff. A staff must not be surrendered to staff operator until the rear end of train clears main track, and the surrender of staff by a train occupying siding will constitute notice to the staff operator that the main track is clear.

Both conductor and engineman must know that trainman receiving staff for delivery to staff operator fully understands that it must not be surrendered until train clears the main track.

When staff is surrendered to the operator, it must be run through the staff machine before delivery to another train.

(H) When authorized by Staff Transfer Card, a staff may be transferred from a train on main track to an opposing train on siding.

STAFF TRANSFER CARD.

To Engineman, ...(Station).............. 192..

(Train).........................

Transfer ....(Name of Block)......................staff to

............(Train)........... at ....(Station)..........

....

Chief Train Dispatcher.

Staff Transfer Card must be used only when authorized by the train dispatcher, who must also inform the staff operator at opposite end of block and will make record thereof in train order book.

Staff Transfer Card must be attached to staff and delivered with the staff and must not be detached until returned to the station at which issued, unless otherwise instructed by train dispatcher. The detached card must be placed on file.

Engineman upon approaching the head end of train to which staff is to be transferred will give whistle signal long, short, long (— o —) and deliver staff to a trainman or engineman of such train, if met at any point between the switch and staff crane. If train which is to take siding is not met before train on main track reaches staff crane, staff must be transferred at the staff crane to train on siding, unless train dispatcher cancels Staff Transfer Card, in which case staff must be handled as prescribed by (f).

A staff so received is authority to proceed if it is known that the rear of the train from which it was transferred has passed the fouling point.

Staff operator at staff station from which a Staff Transfer Card is issued must not insert the staff in machine when returned to that station until he ascertains from staff operator at transfer point that train from which transfer was made is clear of block, and the operator at transfer station must not permit the staffing of another train in the same direction until such train has cleared the block.

Staff operators at each end of block will make notation on their block record of the issuance of Staff Transfer Card.

(I) If, in emergency, a train flags into a staff block, the conductor must first notify the staff operator, who must also be notified when the train has cleared the block. The staff operator must not issue a staff nor permit one to be issued by the staff operator at the other end of the block, until notified that the block is clear.

(J) Enginemen reporting signal irregularities in staff territory must give information in such way as to enable maintainer to know how the signal appeared to engineman.

If no light is shown, so state. If lower signal shows green (white disc) and upper signal shows red, so state in report, which will enable maintainer to more quickly determine the trouble.

(K) In case of a disabled train in block between stations, staff to be retained until block is clear. Relief trains may enter the block under flag protection. In case it is necessary for relief train to remain in block after disabled train is ready to proceed the second paragraph of Rule 453 will not apply and the staff must be transferred to the relief train and retained by the latter until block is clear.

SPECIAL SIGNALS GOVERNING TUNNEL SIX ARE AS FOLLOWS:

(L) Westward double home signal 200 feet east of east portal of Tunnel Six.

Upper light red and lower light red:—Stop and stay until signal indicates proceed. If delayed use telephone.

Upper light green lower light red:—Proceed, switch lined for main track and Tunnel Six-Summit main track staff in crane on left side of office.

Upper light red lower light green:—Proceed, switch lined for siding and Tunnel Six siding staff in crane on right hand side of siding opposite office.

If only one light or no light is shown, stop and telephone Tunnel Six office for instructions. Telephone located 50 feet west of signal on opposite side of track.

Switch handled by Tunnel Six staff operator.

(M) Eastward home signal 300 feet west of Tunnel Six staff crane, on right-hand side of main track.

Red:—Stop. If delayed send a member of crew to staff office for instructions.

Yellow:—Proceed to staff crane.

Green:—Proceed.

(N) Eastward home signal 300 feet west of Tunnel Six staff crane, on right-hand side of siding.

Red:—Stop. If delayed send a member of crew to staff office for instructions.

Yellow:—Proceed with caution to staff crane.

Green:—Proceed.

(O) When eastward trains are put on siding at Tunnel Six, helper engines of freight trains will cut out on run around track (on North side) at east end of Tunnel Six siding, and helpers of passenger trains will cut out at "Siding Staff Limit" sign, or when required to hold main track, eastward and westward trains will cut out helpers between Summit and Tunnel Six.

(P) Trains must not occupy main track or siding between Summit and Tunnel Six without their respective staffs, and must not use crossovers within the limits of the siding staff without staffs for both tracks.

(Q) Westward trains on Tunnel Six siding will stop at sign reading "Siding Staff Limit" east of crossover switches, leaving crossovers clear for fire train movements, and must not enter Summit siding without permission from Summit staff operator.

(R) Eastward trains approaching Tunnel Six on main track or siding receiving yellow light at home signal will stop at clearance west of staff cranes and after receiving staff will not proceed beyond that point until it is ascertained that they have the proper staff for Tunnel Six-Lake View blocks.

(S) Eastward passenger trains cutting helper at Tunnel Six, will stop road engine west of track circuit at staff crane to permit operation of switch. Helper engine will then pull down 35 feet east of east switch and call for signal by sounding four short blasts of steam whistle and will back up only upon receiving green light at that point. Acknowledge receipt of signal by sounding two short blasts of steam whistle.

After completion of inspection and cutting helper, when ready to proceed, eastward train will sound four short blasts of steam whistle. Operator upon receipt of this signal will give green "proceed" indication in signal located on staff crane. On receipt of this green signal enginemen must acknowledge receipt of same by sounding two short blasts of steam whistle.

(T) Helpers pushing freight trains from Summit to Tunnel Six will follow train to Tunnel Six and procure staff for return movement.

SPECIAL SIGNALS GOVERNING SUMMIT ARE AS FOLLOWS:

(U) Westward home signal at clearance of fire train spur indicates as follows, after main track crossover switch is thrown:

Yellow:—Staff not in crane. Until signal indicates proceed, or Summit-Soda Springs staff is procured, trains will stay east of fire train spur, if delayed send a member of crew to staff office immediately.

Green:—Proceed on main track.

(V) Eastward home signal located at West switch Summit:

Red:—Take siding.

Yellow:—Proceed to signal located 200 feet west of Summit Station.

Green:—Proceed.

In the absence of light in home signal, stop and telephone to Summit office for instructions. Phone located at Derail.

(W) Eastward signal located 200 feet west of Summit Station.

Red:—Take siding.

Yellow:—Proceed to staff crane.

Green:—Proceed.

(X) When eastward trains are put on siding at west switch Summit, the helper of freight trains will cut out at the run-around track at west end of siding, and passenger train helpers will cut out at Turntable switch.

(Y) Both switches of second crossover east of Summit office will be normally lined for crossover movement between main track and siding.

(Z) Trains carrying passengers will not head in on west end Tunnel Six siding until train to be met has stopped.

All other staff rules govern.

Rule 8

SPECIAL SPEED RESTRICTIONS.

(A) Maximum speed of any passenger train at any point must not exceed 50 miles per hour.

Maximum speed of any freight train at any point must not exceed 35 miles per hour.

(B) On curves of 6 degrees trains must not exceed a speed of 30 miles per hour and on curves of 7 to 10 degrees 25 miles per hour on any portion of division.

(C) Mallet Mogul engines 4200 to 4211 inclusive, consolidation, Mikado and 2-10-2 type engines must not exceed 40 miles per hour on any portion of the Division.

(D) Mallet consolidation engines must not exceed a speed of 25 miles per hour on tangent and 20 miles per hour on curves on any portion of division.

(E) Trains with Mallet engines must not exceed 8 miles per hour and trains with other classes of engines 15 miles per hour when using cross overs, turnouts and on sidings, and be under control through interlocking plants.

(F) Relief trains with steam derricks must not exceed 25 miles per hour over any portion of the Division and be governed by other special speed restrictions as shown.

(G) Flangers operating between Lawton and Colfax must not exceed speed of thirty (30) miles per hour and be governed by other special speed restrictions as shown.

(H) Yellow flags and lamps or slow boards will be placed one quarter mile each side of structures or piece of track over which speed of trains must not exceed fifteen miles per hour or rate of speed specified by bulletins, train orders or slow boards, where temporary slow flags are placed by track men without bulletin or train order in connection there-with, distance should be increased to one half mile on high speed track or on curve track where approach view of signal is obscured.

SACRAMENTO-ROSEVILLE.

(I) Trains and engines must not exceed 15 miles per hour through Elvas interlocking plant.

(J) Trains and engines must not exceed 12 miles per hour over crossing just east of Sacramento River Bridge and over Lincoln St. crossing, Roseville.

ROSEVILLE-BLUE CANON.

(K) Westward trains must not exceed 12 miles per hour passing over crossover at B. C. Junction.

(L) Trains must not exceed 20 miles per hour over Long Ravine Bridges east of Colfax on Nos. 1 and 2 tracks.

(M) Westward freight trains must not exceed 15 miles per hour when passing eastward passenger trains on parallel track between Blue Canon and Long Ravine Bridge.

BLUE CANON-SPARKS.

(O) Trains must not exceed speed of 12 miles per hour over siding, Tunnel Six.

(P) Trains must not exceed 15 miles per hour over bridges 1st, 2nd, 3rd and 4th crossings Truckee River on No. 2 track.

(Q) Engines must not exceed 12 miles per hour on balloon track at Truckee.

(R) Eastward trains must not exceed 12 miles per hour between west switch and yard office at Sparks.

ROSEVILLE-GERBER.

(S) Trains must not exceed 25 miles per hour over Feather River Bridge east of Binney Junction. This includes approaches as well as trestle on the curve just east of Feather River.

DAVIS-TEHAMA.

(T) Trains must not exceed 12 miles per hour over Court Street crossing, Woodland.

KNIGHTS LANDING BRANCH

(U) Trains must not exceed 12 miles per hour over Long Trestle east of Knights Landing.

(V) Trains must not exceed 12 miles per hour over railroad crossing Second Street west of Yuba City station.

PLACERVILLE BRANCH.

(W) Motor cars must not exceed 25 miles per hour between Mile Post 138 and Placerville.

(X) **Trains** having cars loaded with ore must not exceed 12 miles per hour on all curves 7 degrees or over.

STIRLING CITY BRANCH.

Engines must not exceed 12 miles per hour on Balloon track Stirling City.

SPEED RESTRICTIONS.

(Y) TRAINS MUST NOT EXCEED THE SPEED IN MILES PER HOUR AS SHOWN BELOW. THIS DOES NOT AUTHORIZE EXCEEDING SPECIAL SPEED RESTRICTIONS SPECIFIED:

Pages		Passenger	Freight	Engines and Motor Cars Backing	Motors Backing thru yards and over Highway Crossings
2-3	Sacramento—Elvas........	15	15	15	10
2-3	Elvas—Roseville..........	50	35	20	10
2	Roseville to Colfax........	40	25	20	10
2	Colfax to Blue Canon (No. 2 Track..................	35	25	15	10
3	Blue Canon to Loomis (No. 1 Track................	35	25	15	10
3	Loomis to Roseville (No. 1 Track..................	50	25	20	10
4-5	Blue Canon—Truckee.....	30	25	15	10
4	Truckee to Sparks........	40	25	15	10
5	Sparks to Truckee (No. 1 Track).................	40	25	20	10
6-7	Roseville—Gerber..........	50	35	20	10
8-9	Davis—Tehama............	50	35	20	10
10	Woodland—Grace Jct.....	35	30	20	10
10	Grace Jct.—Marysville....	30	25	15	10
10	Marysville—Oroville.....	35	25	20	10
10	Harrington—Wyo.........	35	25	20	10
10	Willows—Fruto..........	20	15	12	10
11	Brighton—Folsom.........	50	35	20	10
11	Folsom—Placerville.......	30	15	12	10
11	Sacramento—Walnut Grove	30	20	15	10
12	Grace—Sheffield..........	30	20	15	10
12	Chico and M.P. 188 {Stirling CityBr.}	30	25	20	10
12	M. P. 188 and Stirling City	15	12	12	10

(Z) Speed of trains regulated by Ordinance through City Limits:

	Miles Per Hour		Mlies Per Hour
Sacramento..................	15	Gridley........................	15
Rocklin.......................	15	Corning.......................	15
Lincoln........................	15	Orland.........................	15
Wheatland....................	15	Willows........................	15

MAXIMUM SPEED FOR WHICH LOCOMOTIVES ARE COUNTERBALANCED.

All locomotives, with the following exceptions, are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels:

Class of Locomotive	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
A-1................	3000 to 3009......................	63	45120 lbs.
MC-1................	4000 to 4001......................	53	42760 lbs.
MC-2................	4002 to 4016......................	53	42760 lbs.
MC-4................	4017 to 4028......................	53	43130 lbs.
MC-6................	4029 to 4043......................	53	43230 lbs.
MC-6................	4044 to 4048......................	53	42680 lbs.
MK-2................	3200 to 3202, 3205, 3206, 3210, 3211	49	46140 lbs.
MK-4................	3216 to 3230, 3232 to 3235........	49	45560 lbs.
MM-2................	4200 to 4211......................	56	46300 lbs.
T-6................	{2187, 2190, 2194, 2200, 2203, 2204, 2205......................}	50	22740 "
T-6................	2197, 2208......................	45	24110 "
T-28................	{2311 to 2314, 2316, 2317, 2320, 2323, 2325, 2327, 2328, 2330, 2342, 2343, 2352..................}	54	46220 "
TW-2................	2946, 2948 to 2953..............	43	25860 "
TW-4................	2926 to 2931......................	44	26000

Note.—Maximum speed in miles per hour is based on vertical disturbing force of counterbalance not exceeding 75% of static wheel load, and maximum wheel pressures shown obtain at speeds indicated.

The above table for information of engineers must in no way conflict with instructions governing speed of trains.

SPEED TABLE.

Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in	
	Min.	Sec.		Min.	Sec.		Min.	Sec.		Min.	Sec.
6	10	......	21	2	51	31	1	56	41	1	27
8	7	30	22	2	43	32	1	52	42	1	25
10	6	......	23	2	36	33	1	49	43	1	23
12	5	......	24	2	30	34	1	45	44	1	21
15	4	......	25	2	24	35	1	42	45	1	20
16	3	45	26	2	18	36	1	40	46	1	18
17	3	31	27	2	13	37	1	37	47	1	16
18	3	20	28	2	8	38	1	34	48	1	15
19	3	9	29	2	4	39	1	33	49	1	13
20	3	......	30	2	......	40	1	30	50	1	12

Rule 9

YARDS ARE ESTABLISHED AT THE FOLLOWING STATIONS:

(A) SACRAMENTO.—Extend from 1,000 feet east of Benali to a point 4,000 feet west of Sacramento River Bridge, to a point 1,000 feet west of west switch at Brighton on Stockton Line via Elvas, to a point 1,000 feet east of east switch at Brighton on Placerville line via Homestead, to a point 18,673 feet east of Junction switch, R Street, on Walnut Grove Line.

(B) FOLSOM.—Extend to a point 1,000 feet west of west switch at Natoma to switch connecting to track to State Prison at Folsom and 1,000 feet east of Nagle Spur on Placerville Line.

(C) WOODLAND.—Extend to a point 1,000 feet west of Mill Spur to a point 1,000 feet north of switch at Junction to Oroville and Willows Line.

(D) ORLAND.—Extend to a point 1,000 feet west of the switch at Alfalfa Spur through Wyo and to a point 1,000 feet east of east switch at Wyo, and to a point 1,000 feet west of west switch Cory Siding. Track two of the two tracks paralleling the west side main track at Wyo will be used as siding.

All cars to be stored at this point should be placed on track one with east and west ends providing proper clearance for clear movement through track two.

(E) WILLOWS.—Extend to a point 1,054 feet west of the west switch corral track to a point 1,000 feet east of the east switch to a point 1,000 feet east of the east switch of Wye on Fruto Branch.

(F) CHICO.—Extend from a point 1,000 feet west of the west switch to a point 3,000 feet east of the east switch at Chico, to a point 1,000 feet east of east switch on Stirling City Branch.

(G) MARYSVILLE.—Extend to 1,000 feet west of Rupert Spur to a point 1,000 feet east of Western Pacific crossing at Binney Junction, to a point 4100 feet east of Binney Junction Switch on Oroville Branch, to a point 1,000 feet west of west switch of Cannery Track at Yuba City. This includes E and A Street cut-off.

(H) GERBER.—(Shasta Div.) Extends westerly to a point 80 feet east of east switch to house track at Tehama.

(I) ROSEVILLE.—Extend to a point 1,000 feet west of west switch Antelope to a point one mile east of junction switch on Gerber Line, to a point 1,000 feet east of east switch at Rocklin, on track 4 and to a point, 1,000 feet east of cross-over tracks 1 and 2.

(J) COLFAX.—Extend to a point 2,000 feet west of west switch and to a point 2,000 feet east of east switch.

(K) TRUCKEE.—Extend to a point 3,000 feet west of station and to a point 7,500 feet east of station.

(L) SPARKS (Salt Lake Div.)—Extend to a point one and one-half miles west of Reno.

(M) Rules 93 and D-93 are revised as follows:

Within yard limits the main track may be used, protecting against first and second-class trains.

ALL TRAINS MUST APPROACH YARD LIMITS AND PASS THROUGH YARDS UNDER CONTROL.

MISCELLANEOUS.

10. When one torpedo is exploded train will come to a stop as per Rule 15. If no person is on hand to explain the placing of torpedo, train may proceed as hereinafter provided:

If view is obscured in any manner, flagman must be sent ahead for a distance of at least one-half mile.

If track is seen to be clear or within automatic block limits, if signal indicates "Proceed," train may proceed, not exceeding 6 miles per hour for a distance of one-half mile, before resuming full speed.

11. In territory between Davis and Tehama, Sacramento-Roseville and Gerber, trackmen when obstructing track or finding track impassable, will immediately send flagman in both directions with 'Stop' signals a sufficient distance to insure full protection, one-half mile from the point to be protected, one torpedo will be placed on rail, continuing back three-quarters mile from point to be protected, two torpedoes will be placed two rail lengths apart. Flagman will then return to the single torpedo and remain until relieved or recalled by foreman.

12. On double track lines, when a train finds a fusee burning red, train must be brought to a stop and may then proceed cautiously, not exceeding six (6) miles per hour, to the obstruction, or until clear signal is reached, or until track is known to be clear.

13. When a red flag or lamp is displayed and no person attending signal, train must be brought to a stop, and be preceded by a flagman for a distance of at least one-half mile.

14. When doubling, engine running for water, or for any other purpose, it becomes necessary to leave a portion of a train on the main track, a red flag by day and a red light by night must be placed on the head car of the standing cut of cars, and in addition two torpedoes placed not less than one-fourth mile in advance thereof.

Enginemen must know the location of cars thus left standing, and must use extreme care in returning for rear portion of train.

15. On double track, extras may run with current of traffic between any stations without running orders, but must comply with rules 83 and 83A.

16. All trains of twenty cars or more, cut off before taking water on all portions of the Division, except on heavy grades where necessary to work steam to water column or tank.

17. When a helper engine is to be coupled to a train, copies of all orders affecting the movement at or beyond point from which helper is to be used, must be delivered to each helper engine crew before leaving the point at which coupled to the train.

If helper engine is picked up at a closed or non-telegraph office, a copy of orders affecting movement of train at or beyond that station, and copy of clearance card, must be delivered to conductor of train at preceding open telegraph office for delivery to the helper engineer before leaving station at which cut in.

Train dispatcher will see that this is done.

18. Helper engines coupled in middle or rear of train must be cut off from the forward portion of train before taking water.

19. That part of third paragraph of Rule 221-A "Rules and Regulations" of the Transportation Department reading:

"But trainmen will re-light the signal" is hereby cancelled.

20. Trains entering sidings will do so under control. Responsibility for collision is placed with entering train.

21. The following addendum to Rule 17, applicable to single track, will be in effect:

> "S-17. Until the headlight of a train turned out to meet another is concealed, it is an indication that main track is obstructed. The opposing train must approach with caution, and after finding the head end of train is clear of main track, it may proceed with caution to the point where the main track may be obstructed."

22. SACRAMENTO—ROSEVILLE.

(A) Tracks between Sacramento and Roseville numbered as follows:

No. 1 Track, Westward main track
No. 2 Track, Eastward main track.

(B) Trains and yard engines after coming to a stop for crossing with Sacramento Northern Railroad at Front and M Streets, Sacramento, will proceed only on signal from flagman.

(C) Southern Pacific trains will approach Western Pacific crossing at Front and R Streets, Sacramento, under control expecting to find crossing occupied, Southern Pacific yard engines will stop and ascertain that crossing is clear before proceeding.

(D) Southern Pacific and Western Pacific trains and yard engines must ascertain that all switch and industry track crossings in the vicinity of Front and R Streets are clear before using.

(E) Trains and yard engines must not pass the switch tenders stations at east end Sacramento River Bridge, Fourth Street, Sixth Street and Fifteenth Street, Sacramento, without receiving a signal to proceed.

(F) Trains will stop within two hundred (200) feet of Sacramento Northern R.R. crossing Front and R streets Sacramento before crossing.

(G) Eastward trains from Brighton having cars to set out at Elvas will use west end of center siding and set cars in at switch near road crossing.

(H) Westward trains via Brighton having cars to set out at Elvas will use East end of center siding using switch at road crossing.

23. ROSEVILLE–BLUE CANON.

(A) Tracks between Roseville and B. C. Junction numbered as follows:

No. 1 Track, Westward main track via Auburn.
No. 2 Track, Eastward main track via Nevada Street, Auburn.
No. 4 Track, between Rocklin and Loomis; diverges from No. 2 track at Rocklin and runs on south side of No. 1 track, one-half mile east of Rocklin to Loomis, connecting with No. 1 track at Loomis.

(B) Markers must be kept lighted on No. 2 track between Rocklin and Colfax at all hours. Trainmen in this district must turn markers at all hours, as per Rule 19, Book of Rules.

(C) No. One (1) track east yard Colfax will be used as siding and tracks Nos. Two and Three east yard as storage tracks. Old rip track will be connected with west leg of wye track and used as wye. Derail on west end of track No. One (1) east yard will be moved to track No. 3 east yard.

Siding No. One (1) will be protected by derail now on ladder lead.

(D) On east trains from Roseville for the mountain, ten empties must be placed immediately behind head engine; this to apply when trains are made up of mixed loads and empties. Also, it must be distinctly understood that all trains for the mountain be made up with steel underframe cars between head engine and pusher engines; this to include Colfax set out. Steel frame cars for Colfax must be placed immediately behind head engine, and wooden frame cars for Colfax will be placed next to the caboose.

(E) Engines on eastward freight trains from Roseville via Colfax will be placed as follows:

When two mallets, one on head end-helper engine (13) cars ahead of caboose, if wood frame cars will permit

When two mallets in one train, and addition consolidation engine helper from Colfax, it will be put on head end.

2-10-2 type engine will not be used as leading engine on freight trains except in cases of emergency.

(F) Crew of light engines moving west, with instructions to deliver engines to roundhouse at Colfax, in making movement through crossover east of passenger station to the roundhouse lead switch, may do so without complying with paragraph H. Rule 5, page 14, current timetable, and without protecting against current of traffic, except when on the time of a first-class eastward train or during foggy or stormy weather, in which case proper protection must be provided.

Eastward trains, except first-class, must stop before fouling the switch of roundhouse lead connecting with the eastward main track, and before proceeding, must know that the track to the crossover east of the passenger station is clear.

(G) When necessary for eastward freight trains to double to Cape Horn, rear of train will be properly secured, and head of train taken to Cape Horn and properly secured on siding beyond derailer; engine will then return for rear of train in usual manner.

(H) The tonnage of freight trains between Blue Canon and Loomis, must not exceed 100 M's per operative brake.

24. BLUE CANON—SPARKS.

(A) Enginemen must not dump carbide from gas generator within snowshed district.

(B) Markers must be kept lighted between B. C. Junction and Truckee at all hours. Trainmen in this district must turn markers at all hours, as per Rule 19, Book of Rules.

(C) Between Emigrant Gap and Andover the snowshed posts on each side of the track are numbered for a distance on either side of sidings showing number of car lengths from the switch. This is a guide to the engineer in locating switch in pulling out of siding.

(D) Passenger equipment trains of fourteen cars or over within snowshed district will, when necessary to take siding, pull into siding and stop, and pull out of siding and stop, in order to pick up brakeman.

(E) Normal position of main track switch at west end of double track at Truckee will be for westward trains. Normal position of switches leading from single to double track at Blue Canon Junction, will be for westward trains.

(F) When trains have outfit cars, helper engine will go through to Lake View, instead of cutting out at Summit, to avoid shoving against outfit cars while helping train out of Summit.

(G) The tonnage of freight trains between Summit and Blue Canon must not exceed 100 M's per operative brake, between Summit and Truckee 120 M's per operative brake.

(H) Engines must be cut from westward freight trains while taking oil and water at Truckee.

(I) Mallet Engines will not be operated over the following switches in the snowshed district:

Spur switch, Eder.
Lumber spur switch, Summit.
Spur switch, Spruce.
Outfit spur switch, off siding, Cisco.
Spur switches, Yuba Pass.
Lumber spur switches, off siding, Fulda.

The following spurs can be used only part way by Mallet engines, such distance in each case being shown below:

Andover, outfit spur, 3 car lengths back of frog.
Lake View, 6 car lengths back of frog.
Soda Springs, to corral chute.
Campbell Spur, Cisco, to corral chute.

Minimum Clearances for Rotary Plows, Blue Canon East.

(J) All push cars in shed district must be placed between posts providing for proper clearance.

(K) Cisco, old fire train spur, shed post clears 8 inches. Tunnels 3 and 4, 8 to 10 inches clearance. Brackets for wire east end of tunnel 4 clears 6 inches.

Tunnel 5, 8 inches clearance.

East and west of mile post 195, stone walls clear 6 inches. Water trough east of tunnel 10 clears 5 inches.

East end of tunnel 11 clears 8 inches. When staff is in staff crane will not clear plow, stop and get staff by hand.

Rotary plow on an 8 or 10 degree curve will swing approximately 7 inches from center.

All crews handling plows through district where standard clearance is not provided must reduce speed to six miles per hour through tunnels and at rock walls.

25. ROSEVILLE-GERBER.

(A) Trains on the Roseville-Gerber Line when calling in flag from the east at Roseville, will give six (6) long sounds of the whistle.

(B) West end of Nelson siding, between cross-over near section house and extreme west switch, will be occupied by cars for commercial loading.

(C) Oil trains in valley district will be made up with ten steel frame empty cars immediately behind engine, loaded oil cars to follow; trains to be made up in this manner when trains consist of mixed loads and empties.

26. DAVIS-TEHAMA.

(A) Trains when calling in flag from the west on west side of valley Tehama, will give six (6) long sounds of the whistle.

(B) When calling in flag from the east at Davis, on Davis-Tehama Line, will give six (6) long sounds of the whistle.

(C) Long Siding at Harrington will be used as follows: "West end west of cross over as Eastward siding; East end east of cross over as Westward siding. West switch of westward siding will be junction switch to Colusa Branch, Rule 98 will apply at this point.

SPECIAL INSTRUCTIONS--Concluded.

27. OROVILLE BRANCH.

(A) When calling in flagman from Swayne Lumber Co. logging road at Oroville, trains will give six (6) long sounds of the whistle.

28. STIRLING CITY BRANCH

(A) Cars will not be handled ahead of engine at any point between Stirling City and Chico on westward trip.

(B) Two engines must not be coupled together on Stirling City branch. Helper engines must be cut back in train.

(C) The tonnage of freight trains between Stirling City and Chico must not exceed 80 M's per operative brake.

(D) Trains will stop within two hundred (200) feet of Sacramento Northern R.R. crossing on Stirling City Branch before crossing.

29. KNIGHTS LANDING BRANCH

(A) Trains to and from Knights Landing Branch will use Woodland siding but have no time table authority. Switches of this siding will be set to lead from Knights Landing Branch.

(B) Trains will stop within two hundred (200) feet of Sacramento Northern R. R. crossing at Yuba City, and Knights Landing drawbridges before crossing.

30. PLACERVILLE BRANCH.

(A) The tonnage of freight trains between Placerville and Folsom must not exceed 100 M's per operative brake.

LIST OF SURGEONS.

NAME	LOCATION	DISTRICT
Dr. F. K. Ainsworth, Chief Surgeon	San Francisco	
Dr. A. M. Henderson, Division Surgeon	Sacramento	Special Service.
Dr. G. L. Stevenson, District Surgeon	Sacramento	Between Sacramento, Roseville and Citrus.
Dr. W. E. Briggs, Oculist and Aurist	Sacramento	
Dr. B. Woodbridge, District Surgeon	Roseville	Between Antelope, Whitney and Rocklin.
Dr. J. L. Fanning, Asst. District Surgeon	Roseville	Between Antelope and Rocklin.
Dr. H. D. Fletcher, District Surgeon	Rocklin	Between Roseville and Loomis.
Dr. O. L. Barton District Surgeon	Loomis	Between Rocklin and Penryn.
Dr. H. N. Miner, District Surgeon	Penryn	
Dr. L. B. Barnes, District Surgeon	Newcastle	Between Penryn and Auburn.
Dr. B. F. Howard, Emergency Surgeon	Alta	
Dr. G. H. Fay, District Surgeon	Auburn	Between Newcastle and N. E. Mills.
Dr. Jno. W. Nielsen, District Surgeon	Colfax	Between N. E. Mills and Gold Run.
Dr. R. Heidrich, District Surgeon	Dutch Flat	Between Gold Run and Cisco.
Dr. J. H. Bernard, District Surgeon	Truckee	Between Cisco and Boca.
Dr. C. E. Edwords, Assistant District Surgeon	Truckee	
Dr. W. H. Hood, District Surgeon	Reno	Between Floriston and Sparks.
Dr. A. J. Hood, Assistant District Surgeon	Reno	
Dr. John A. Fuller, Oculist and Aurist	Reno	
Dr. F. E. McCullough, District Surgeon	Lincoln	Between Whitney and Sheridan
Dr. G. D. Pratt, District Surgeon	Wheatland	Between Sheridan and Ostrom.
Dr. E. E. Grey, District Surgeon	Marysville	
Dr. I. W. Higgins, District Surgeon	Live Oak	
Dr. L. L. Thompson, District Surgeon	Gridley	Between Live Oak and Nelson.
Dr. O. C. Hawkins, Emergency Surgeon	Biggs	
Dr. O. Stansbury, District Surgeon	Chico	Between Nelson and Vina.
Dr. N. T. Enloe, Associate District Surgeon	Chico	
Dr. J. H. Belyea, District Surgeon	Los Molinos	Between Proberta, Vina and Richfield
Dr. F. J. Bailey, District Surgeon	Gerber	Between Red Bluff and Gerber.
Dr. W. E. Bates, District Surgeon	Davis	Between Davis and Merritt.
Dr. H. D. Lawhead, District Surgeon	Woodland	Between Merritt, Chandler and Dunnigan.
Dr. W. F. Harlan, District Surgeon	Arbuckle	
Dr. Ney M. Salter, District Surgeon	Williams	
Drs. W. T. Rathbun and C. O. Poage Emergency Surgeons	Colusa	
Dr. C. W. Lund, District Surgeon	Willows	Between Cortena, Artois and Fruto
Dr. S. Iglick, District Surgeon	Orland	Between Artois and Kirkwood.
Dr. B. C. Epperson, District Surgeon	Stirling City	
Dr. F. E. McCann, District Surgeon	Corning	Between Kirkwood and Richfield.
Dr. T. B Reardan, District Surgeon	Oroville	Between Honcut and Oroville.
Dr. S. McMullin, District Surgeon	Folsom	Between Fair Oaks and Latrobe.
Dr. W. A. Reckers, District Surgeon	Placerville	Between Latrobe and Placerville.
Dr. Geo. W. Harvey, District Surgeon	Paradise	Stirling City Branch.
Dr. Mary B. Poket, Emergency Surgeon	Hamilton	Colusa Branch.

NOTE.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon. Emergency Hospitals located at Truckee, Sparks and Sacramento.

AVERAGE WEIGHT OF PASSENGER TRAIN CARS

KIND OF CAR	AVERAGE WTS—POUNDS		
	Wood	Steel	Steel Underframe
Baggage	75,000	91,000	....
Baggage (Dynamo)	....	101,000	....
Baggage and Mail 60′	....	97,000	92,000
Baggage and Mail 69′	75,000	122,000	....
Baggage and Passenger	65,000	....	....
Buffet	....	131,000	122,000
Buffet (Dynamo)	....	146,000	....
Business	108,000	179,000	136,000
Chair	84,000	98,000	....
Coaches	75,000	95,000	....
Dining	131,000	146,000	138,000
Express, Horse	79,000	....	....
Express, Refr. (Am. Ry. Exp.) #40 to 154	....	....	78,000
" " " " " #155 to 224	....	....	89,000
" " " " " #500 to 506	....	....	110,000
" " " " " #1101 to 1175	....	....	85,000
" " (GN RR)	70,000	....	....
" " (NP RR)	60,000	....	74,000
Observation	122,000	144,000	128,000
Postal 40′	....	72,000	....
Postal 60′	....	111,000	....
Pullman Observation	124,000	148,000	142,000
" Parlor	115,000	149,000	142,000
" Standard Sleeper	125,000	152,000	145,000
" Tourist	94,000	....	133,000
Tea and Silk	48,000	....	....

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE

Mile Post	LOCATION	DESCRIPTION
	SACRAMENTO YARD	
	Shop Yard	Oil House West of Store No. 1....Side
	Shop Yard	Platform Store No. 1....Side
	Shop Yard	Sand spurs Nos. 1 and 2....Overhead
	Front & J Sts.	Miller & Enwright spur....Side
	Front, L & M Sts.	A. S. Hopkins spur....Side
	Front, L & M Sts.	John Breuner & Co. spur....Side
	Front & I Sts.	Machinery spur....Side
	Front, I & M Sts.	Freight House track No. 1....Side
	Front, I & M Sts.	Freight House track No. 2....Side
	Front, I & M Sts.	Freight House track No. 3....Side
	Front & H Sts.	Jail spur....Overhead
	Front & I Sts.	Water Works spur....Overhead
	R between 10th & 11th	Carlow Bros. spur....Side
	R between 11th & 12th	Lawrence Warehouse....Side
	R between 20th & 21st	Sacramento Valley Winery spur....Side
	R between 21st & 22nd	Barley spur Buffalo Brewery....Side
	R between 21st & 22nd	California Winery spur....Side
	B between 11th & 12th	Phoenix Mill spur....Side
	B between 8th & 9th	Consumers Ice Co. Track....Side
	3rd to 6th Sts.	Track No. 4 Rolling Mill....Side
	6th Street	Water Tank....Side
	Train Shed	Tracks Nos. 1, 2, & 3....Overhead
	SACRAMENTO-SPARKS—EASTWARD.	
94.9	Ben Ali	Cannon Phillips spur....Overhead & Side
106.6	Roseville	Icing track, PFE track No. 2 and New Icing track, PFE Plant....Side
106.6	Roseville	Car bodies & Lbr. on rip track....Side
110.6	Rocklin	Cal. Granite spur, Rocklin, Quar....Side
110.6	Rocklin	Stock Chute on Corral Track....Side
	E. of Rocklin	Antelope Creek bridge....Side
114.2	E. of Rocklin	Tunnel No. 15....Overhead
114.8	E. of Rocklin	Tunnel No. 16....Overhead
117.3	E. of Lincoln Ave., Penryn	Tunnel No. 17....Overhead
120.5	E. of Newcastle	Tunnel No. 18....Side & Overhead
122.7	E. of Newcastle	Tunnel No. 19....Overhead
123.2	E. of Newcastle	Tunnel No. 20....Overhead
124.7	E. of Nev. St., Auburn	Tunnel No. 21....Overhead
131.2	E. of Bowman	Tunnel No. 22....Overhead
132.7	E. of Clipper Gap	Tunnel No. 23....Overhead
132.9	E. of Clipper Gap	Tunnel No. 24....Overhead
133.1	E. of Clipper Gap	Tunnel No. 25....Overhead
133.3	E. of Clipper Gap	Tunnel No. 26....Overhead
133.8	E. of Clipper Gap	Tunnel No. 27....Overhead
134.8	E. of Applegate	Tunnel No. 28....Overhead
136.0	E. of Applegate	Tunnel No. 29....Overhead
138.7	E. of N. E. Mills	Tunnel No. 30....Overhead
139.2	E. of Lander	Tunnel No. 31....Overhead
139.4	E. of Lander	Tunnel No. 32....Overhead
141.7	Colfax	Automatic Signal Nos. 1420, 1421 & 1425 Side
141.7	Colfax	Water Col. W. of Station W. B....Side
144.5	E. of Colfax	Tunnel No. 33....Side & Overhead
144.7	E. of Colfax	Tunnel No. 34....Side & Overhead
	SACRAMENTO-SPARKS—EASTWARD—Concluded.	
152.2	Gold Run	Mail Crane....Side
	Gold Run	Water Tank West end of Yard....Side
152.4	E. of Gold Run	Oil & Water columns....Side
208.0	Truckee	Roundhouse portals....Side
208.0	Truckee	Oil sump doorways....Side
215.0	Prosser Creek	Ice House....Side
215.0	Prosser Creek	Support post for ice conveyor....Side
216.3	Boca	Ice House No. 7....Side
216.3	Boca	Support post for ice conveyor....Side
232.4	Verdi	Box factory platform....Side
242.9	Reno	Transfer track....Side
242.9	Reno	Buffalo Brewing Co. platform....Side
	COLFAX-ROCKLIN—WESTWARD	
132.7	W. of Applegate	Tunnel No. 0....Side & Overhead
124.5	Auburn	Ford & Son Warehouse, hill track....Side
124.5	Auburn	Lowell Warehouse, hill track....Side
124.5	Auburn	Fruit House Track, hill track....Side
124.5	Auburn	Hse. Track, Auburn I. & C. siding....Side
124.5	Auburn	Hse. Track, Ford & Son, Whse. siding...Side
123	W. of Flint	Cut....Side
122	W. of Flint	Cut West of 122....Side
	W. of Flint	Cut West of 122-G....Side
	W. of Flint	Cut West of 122-H....Side
	W. of Flint	Bloomer Cut....Side
113.9	Loomis	No. 1 Hill track, Earl Fruit Co....Side
113.9	Loomis	No. 1 Hill track, Law Bros., Fruit Hse..Side
	ROSEVILLE-GERBER	
140.8	Marysville	W. T. Ellis Warehouse....Side
140.8	Marysville	Stock Corral Fence....Side
140.8	Marysville	Buckeye Mill platform....Side
140.8	Marysville	Platform on Cannery Spur....Side
140.8	Marysville	Marysville Ice & C.S.Co. platform....Side
122.0	Marysville, E Street	Yuba Construction Co., platform....Side
161.4	Biggs	Water Tank....Side
161.4	Biggs	Doty Warehouse....Side
	CHICO-STIRLING CITY	
199.6	Ostrander	Cattle Guard....Side
206.2	Appleton	Station platform....Side
	WOODLAND-TEHAMA	
89.2	Elvaton	De Pue Gravel Hoist....Side & Overhead
103.2	Dunnigan	Water Tank....Side
117.6	Genevra	Water Tank....Side
124.2	Williams	Bartlett Water Co., shed platform....Side
124.2	Williams	Stoval-Wilcox Wholesale platform....Side & Overhead
124.2	Williams	Williams Warehouse Co., platform....Side
129.1	Cortena	Colusa & Lake Freight House platform..Side
133.0	Maxwell	Water Tank....Side
	WYO-HARRINGTON	
150.4	Codora	Warehouse....Side
165.9	Rotavele	Elevator....Side
168.0	Stony Creek Bridge	High Tension Wire....Overhead
169.9	West End Hamilton Yard	High Tension Wire....Overhead
177.4	Hamilton	Boiler House of sugar factory....Side
177.4	Hamilton	Shed over beet unloading track....Overhead
	DAVIS-OROVILLE	
80.7	Merritt	Freight house platform siding....Side
107.5	Marcuse	Warehouse platform, siding....Side
111.4	Tudor	Freight house platform siding....Side
111.4	Tudor	Water Tank....Side
112.4	Abbott	Earl Fruit Co. bldg. siding....Side
120.4	Yuba City	S.N.R.R. trolley wire, E. of depot.Overhead
135.0	Honcut	Stock corral chute....Side
135.0	Honcut	Station platform....Side
135.0	Honcut	Brown's Warehouse....Side
147.9	Oroville	C. L. Bills cement warehouse....Side
147.9	Oroville	Olive Produce Co. porch....Side
147.9	Oroville	Ice House platform....Side
	SACRAMENTO-PLACERVILLE	
91.5	Sacramento, 23rd & R	Contractors' spur, building....Side
95.9	Perkins	Perkins' Store....Side
98.9	Mayhew	Humphrey Packing house platform....Side
98.9	Mayhew	Earl Fruit Co. platform....Side
122.3	Cothrin	Rock Cut....Side
126.4	Latrobe	Rock Cut....Side
126.5	E. of Latrobe	Rock Cut....Side
128.6	E. of Latrobe	Rock Cut....Side
148.7	Placerville	Water Tank....Side
	SACRAMENTO-WALNUT GROVE	
93.0	Charles	Stock Chutes at 93-A....Side

RATING OF LOCOMOTIVES—SACRAMENTO DIVISION—In M's.

Corrected to February, 1922.

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Sacramento and Gerber via Roseville EAST and WEST	Roseville to Colfax Via Eastward Track	Colfax to Sparks Roseville to Colfax via Westward Track	Sparks to Truckee	Truckee to Summit	Davis and Gerber Davis and Marysville EAST and WEST	Placerville to Folsom	Folsom to Placerville	Folsom to Sacramento	Sacramento to Folsom
E-2	E-69 18/24 59	1373, 1375	150	2210	......	......	......	......	1850	......	......	1930	1250
E-2	E-69 18/24 61	1374, 1376 to 1381											
E-4	E-69 18/24 65	1384, 1388, 1391, 1398, 1399	160	2360	......	......	......	......	1980	......	......	2060	1340
E-5	E-69 18/24 69	1389, 1390, 1392 to 1394, 1396, 1397, 1401	165	2430	......	......	......	......	2040	......	......	2120	1370
E-1	E-73 18/24 63	1432	160	2250	......	......	......	......	1890	......	......	1970	1280
E-23	E-73 20/24 92	1445 to 1458	190	3310	......	......	......	......	2780	......	......	2890	1880
E-24	E-69 18/26 73	1459 to 1463	165	2600	......	......	......	......	2120	......	......	2270	1430
E-24	E-69 18/26 74	1464 to 1467, 1469, 1471	165	2580	......	......	......	......	2100	......	......	2250	1410
E-25	E-69 18/26 72	1470, 1472, 1477, 1478	160	2510	......	......	......	......	2050	......	......	2190	1380
E-25	E-69 18/26 69	1475	150										
M-6	M-63 21/28 150-S	1725 to 1769, 1780 to 1803 (Superheated)	200	5260	1450	800	2150	930	4160	1550	990	4610	2840
M-6	M-63 21/28 144	1725 to 1769, 1780 to 1803 (Saturated)	195	4880	1330	730	1980	850	3860	1430	910	4270	2620
M-6	M-63 21/28 153-S	1823 to 1825	200	5250	1440	790	2140	920	4150	1540	980	4600	2830
M-9	M-63 21/28 156-S	1826, 1827	210	5540	1530	840	2270	980	4390	1490	1050	4850	2990
T-16	T-63 18/24 75	2014	140	2200	......	......	......	......	1800	......	......	1920	1210
T-10	T-57 18/24 86	2134 to 2152	160	2780	......	......	......	......	2220	......	......	2430	1500
T-8	T-57 18/24 87	2174, 2176 to 2179, 2181 to 2183	160										
T-2	T-63 19/24 105	2221 to 2234	160	2830	......	......	......	......	2310	......	......	2470	1560
T-1	T-63 20/26 112	2235 to 2273	180	3840	1030	560	1560	660	3080	1110	700	3360	2090
T-25	T-69 20/28 134	2274 to 2281	200	4220	1090	560	1690	680	3430	1180	720	3690	2320
T-26	T-69 21/28 152-S	2283 to 2300 (Superheated)	200	4800	1270	680	1950	810	3900	1380	860	4230	2680
T-26	T-69 21/28 149	2283 to 2300 (Saturated)	200	4680	1230	650	1890	780	3810	1340	830	4090	2590
T-23	T-63 21/28 144-S	2301 to 2308, 2310 (Superheated)	210	5550	1540	850	2280	990	4400	1650	1060	4860	3000
T-23	T-63 21/28 144	2301 to 2308, 2310 (Saturated)	200	4910	1360	740	1990	870	3950	1460	930	4380	2690
T-28	T-63 22/28 162-S	2311 to 2352 (Superheated)	210	6060	1670	920	2480	1080	4800	1800	1150	5310	3270
T-28	T-63 22/28 160	2311 to 2352 (Saturated)	200	5480	1490	810	2230	960	4340	1610	1020	4800	2950
T-32	T-69 23/28 174-S	2363 to 2370	200	5840	1560	850	2380	1010	4760	1690	1060	5120	3250
T-32	T-69 23/28 174-S	2371 to 2378	210	6170	1660	910	2520	1080	5040	1800	1140	5400	3440
C-11	C-51 22/26 152	2502	180	5170	1450	810	2120	940	4050	1550	1000	4490	2770
C-12	C-50 20/28 164	2503	180	4520	1220	650	1820	770	3520	1310	820	3950	2390
C-9, C-10	C-57 22/30 194-S	2513 to 2599, 2752 to 2857 (Superheated)	210	6660	1860	1030	2730	1200	5220	1980	1280	5790	3560
C-8	C-57 22/30 192-S	2698 to 2751 (Superheated)											
C-9, C-10	C-57 22/30 187	2513 to 2599, 2752 to 2857 (Saturated)	200	5930	1630	890	2410	1040	4640	1750	1110	5140	3150
C-8	C-57 22/30 184	2698 to 2751 (Saturated)											
C-4	C-57 22/34 176-S	2612 to 2623 (Superheated)	190	5990	1670	930	2450	1080	4680	1780	1150	5010	3200
C-4	C-57 22/34 176	2612 to 2623 (Saturated)	185	5750	1600	880	2350	1020	4490	1700	1090	4800	3060
C-5	C-57 22/30 187-S	2624 to 2679 (Superheated)	210	6690	1890	1060	2760	1230	5250	2010	1310	5820	3590
C-5	C-57 22/30 185-S	2680 to 2693 (Superheated)											
C-5	C-57 22/30 180	2624 to 2679 (Saturated)	200	5960	1660	920	2440	1070	4660	1770	1140	5170	3180
C-5	C-57 22/30 178	2680 to 2693 (Saturated)											
TW-1	TW-54 22/26 147	2904 to 2913	180	5070	1390	760	2060	890	3960	1490	950	4450	2690
TW-4	TW-50 20/30 120	2928, 2930, 2931	160	3920	1080	600	1600	690	3070	1160	740	3430	2090
MK-4	MK-57 23¾/30 206-S	3216 to 3236 (Superheated)	200	7400	2070	1150	3030	1330	5760	2210	1430	6480	3920
MK-5, MK-6	MK-63 26/28 210-S	3237 to 3271	200	8000	2240	1240	3310	1450	6400	2400	1540	7070	4380
MC-2	MC-57 $\frac{26-40}{30}$ 394	4002 to 4016 (Saturated)	200	8000	3815	2170	5460	2500	......	......	......	......	......
MC-4	MC-57 $\frac{26-40}{30}$ 398	4017 to 4028 (Saturated)											
MC-6	MC-57 $\frac{26-40}{30}$ 401-S	4029 to 4048 (Superheated)											
MM-2	MM-63 $\frac{25-38}{28}$ 320	4200 to 4211 (Saturated)	200	8000	3185	1795	4660	2070	......	......	......	......	......
F-1	F-63 $\frac{27\frac{1}{2}}{32}$ 273-S	3600 to 3652 (Superheated)	200	8000	2730	1520	3990	1760	......	......	......	......	......
Allowance for Empty and under-loaded Cars		Less than 40 M's		6	6	3	3	3	6	3	3	6	6
		40 to 50 M's		3	3	0	0	0	3	0	0	3	3
		More than 50M's		0	0	0	0	0	0	0	0	0	0

MILEAGE
Main Lines

			East Ward	West Ward
End of Western Division to East Bank Sacramento River	E. W.	S. P. R. R.	.293	......
East Bank of Sacramento River to Sacramento	E. W.	C. P. Ry.	.135	......
Sacramento to End of Division at Lawton	E. W.	C. P. Ry.	148.847	......
End Western Division to East Bank Sacramento River	W. W.	S. P. R. R.	......	.293
Sacramento to Blue Canon Junction	W. W.	C. P. Ry.	......	76.773
Truckee to End of Sacramento Division at Lawton	W. W.	C. P. Ry.	......	30.893
Sacramento to "K" Street	......	C. P. Ry.	.383	......
"K" Street to "N" Street	......	S. P. R. R.	.245	......
"N" Street to "Q" Street Junction Sacramento	......	C. P. Ry.	.193	......
"Q" Street Junction to Brighton	......	S. P. R. R.	4.941	......
Brighton to End of Sacramento Division	......	C. P. Ry.	1.191	......
Brighton to Elvas—East Leg of Wye	E. W.	C. P. Ry.	3.262	......
Elvas, West Leg of Wye Towards Sacramento	E. W.	C. P. Ry.	.308	......
Brighton to Elvas—East Wye	W. W.	C. P. Ry.	......	3.223
Elvas—West Wye—Towards Brighton	W. W.	C. P. Ry.	......	.314
Davis to Tehama	......	S. P. R. R.	110.401	......
Northern Junction to Binney Junction	......	S. P. R. R.	35.938	......
	......	S. P. Co.	1.198	......
Roseville to End of Sacramento Division near Gerber		C. P. Ry.	105.916	......
Westward	111.496			
Eastward	413.251			
Total	524.747		413.251	111.496

MILEAGE
Branches

Fair Oaks	Citrus to Fair Oaks	S. P. R. R.	2.140
Folsom Junction to Folsom		S. P. R. R.	.995
Placerville	Brighton to Placerville	S. P. R. R.	55.073
Walnut Grove	"Q" St. Jct., Sacramento to Walnut Grove	C. P. Ry.	24.148
Howard	Peart to Howard	S. P. R. R.	1.880
Jct. Switch near Marchant to Karnak		S. P. R. R.	2.749
Sutter Basin	Grace to Sheffield	S. P. R. R.	15.293
Colusa	Harrington to Wyo	S. P. R. R.	71.655
Fruto	Willows to Fruto	S. P. R. R.	16.842
Oroville	Binney Jct., to Oroville	S .P. R. R.	25.267
Stirling City	Chico to Stirling City	C. P. Ry.	31.216
Total Branch		......	247.258

Total Eastward	413.251
Total Westward	111.496
Total Branch	247.258
Total Sacramento Division	772.005

TRAINMASTERS.

C. C. FISHER	Woodland to Marysville Davis to Tehama Fruto, Colusa, Sutter Basin and Placerville Branches	SACRAMENTO, CAL.
W. B. KIRKLAND	Roseville to Gerber Marysville to Oroville Stirling City and Walnut Grove Branches	SACRAMENTO, CAL.
M. L. JENNINGS	Sacramento to Colfax	SACRAMENTO, CAL.
J. LORD	Colfax to Sparks	TRUCKEE, CAL.
J. B. KNAPP	Assistant Train Master Colfax to Sparks	BLUE CANON, CAL.

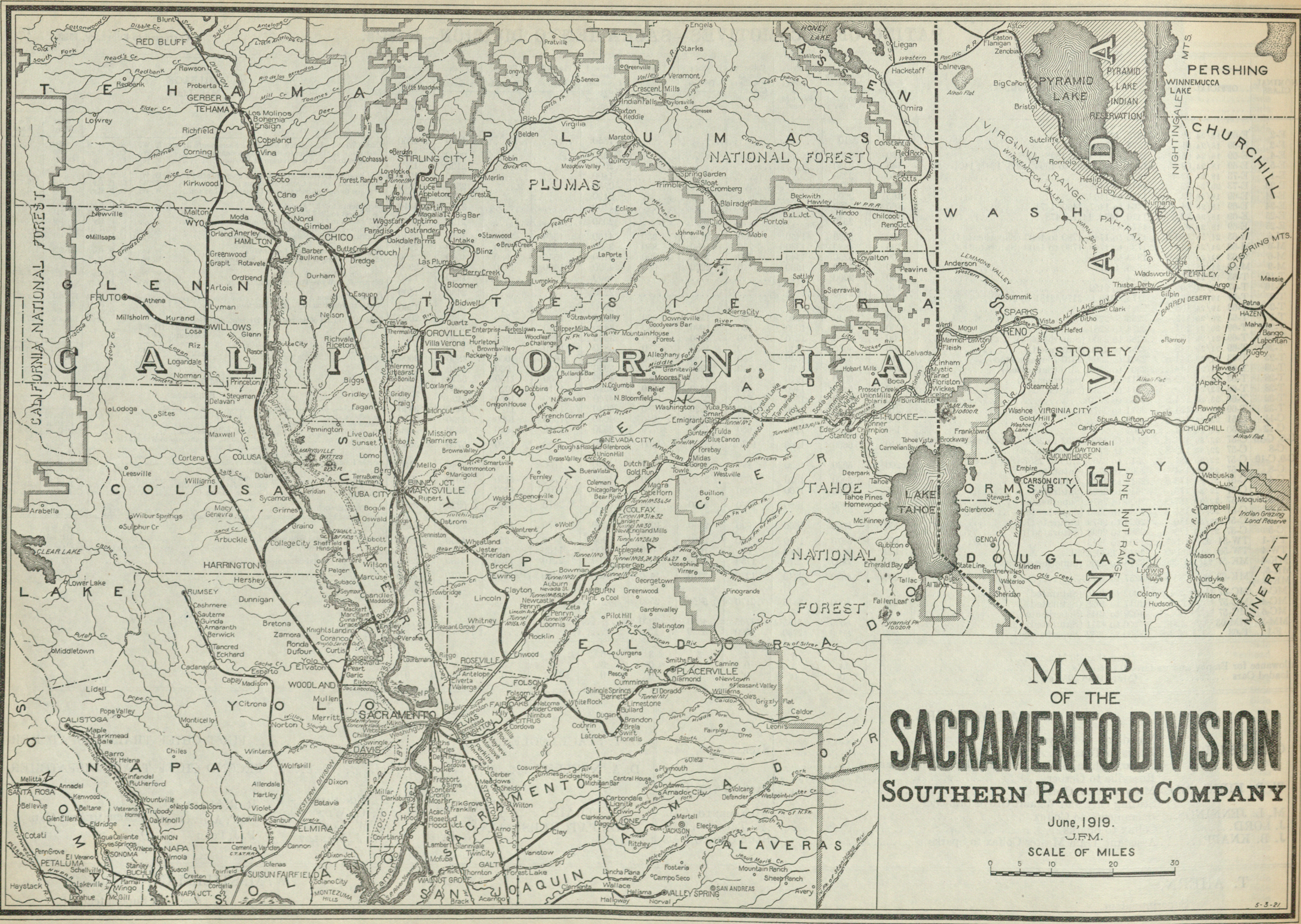
O. T. STACKPOOLE .... FIRST CHIEF TRAIN DISPATCHER

D. A. NEELLEY .... SECOND CHIEF TRAIN DISPATCHER

TRAIN DISPATCHERS	L. GEIGER F. E. JONES C. N. JONES	L. FINGLAND F. G. WIESE J. W. CORBETT W. J. MANLEY	R. R. MILES O. T. ALEXANDER P. J. POAG	SACRAMENTO, CAL.

T. AHERN,
Superintendent.

W. M. STILLMAN,
Assistant Superintendent.


TEHAMA
GLENN
BUTTE
PLUMAS
PLUMAS NATIONAL FOREST
LASSEN
SIERRA
CALIFORNIA
CALIFORNIA NATIONAL FOREST
NEVADA
WASHOE
PERSHING
CHURCHILL
STOREY
LYON
ORMSBY
DOUGLAS
MINERAL
COLUSA
YUBA
SUTTER
NEVADA
PLACER
TAHOE NATIONAL FOREST
EL DORADO
LAKE
YOLO
NAPA
SONOMA
SOLANO
SACRAMENTO
AMADOR
CALAVERAS
SAN JOAQUIN
PYRAMID LAKE
PYRAMID LAKE INDIAN RESERVATION
WINNEMUCCA LAKE
HONEY LAKE
LAKE TAHOE
CLEAR LAKE
VIRGINIA RANGE
PINE NUT RANGE
NIGHTINGALE MTS.
HOTSPRING MTS.
BARREN DESERT
Indian Grazing Land Reserve
RED BLUFF
GERBER
TEHAMA
CORNING
WYO
HAMILTON
CHICO
ORLAND
WILLOWS
FRUTO
OROVILLE
STIRLING CITY
COLUSA
MARYSVILLE
YUBA CITY
BINNEY JCT.
HARRINGTON
RUMSEY
WOODLAND
SACRAMENTO
DAVIS
ELMIRA
SUISUN FAIRFIELD
NAPA
NAPA JCT.
CALISTOGA
SANTA ROSA
PETALUMA
SONOMA
ROSEVILLE
FOLSOM
FAIR OAKS
PLACERVILLE
AUBURN
COLFAX
NEVADA CITY
TRUCKEE
RENO
SPARKS
CARSON CITY
VIRGINIA CITY
FERNLEY
HAZEN
CHURCHILL
GALT
IONE
JACKSON
VALLEY SPRING
SAN ANDREAS
SACRAMENTO DIVISION
WESTERN DIVISION
SHASTA DIVISION
W.P.R.R.
WESTERN PACIFIC R.R.
SALT LAKE DIV.

MAP
OF THE
SACRAMENTO DIVISION
SOUTHERN PACIFIC COMPANY

June, 1919.

J.F.M.

SCALE OF MILES

0 5 10 20 30

5-3-21